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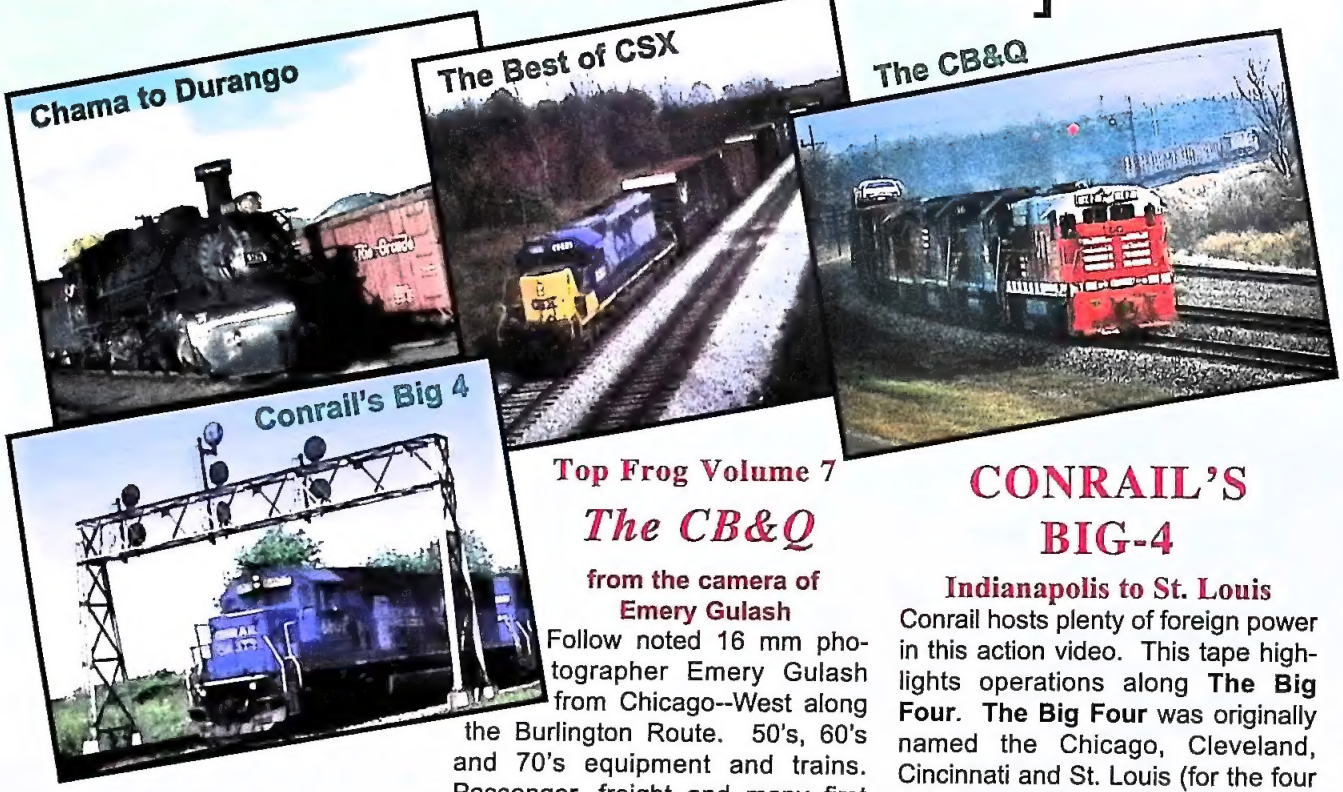

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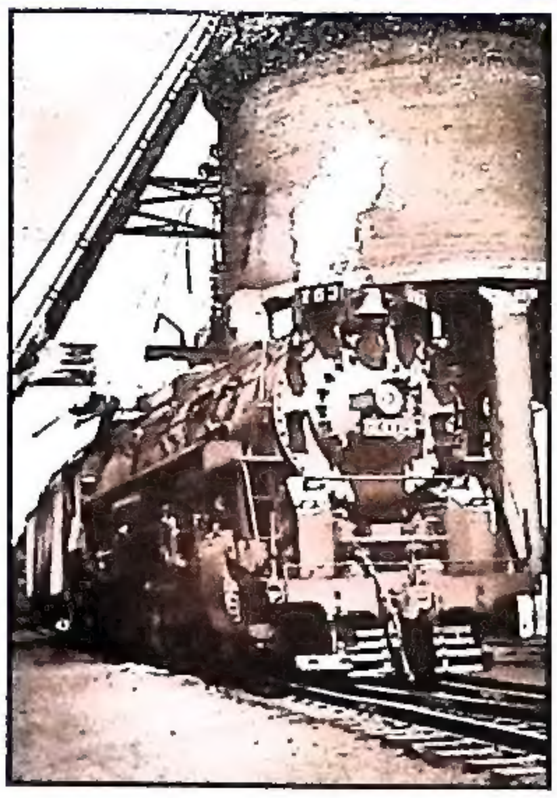

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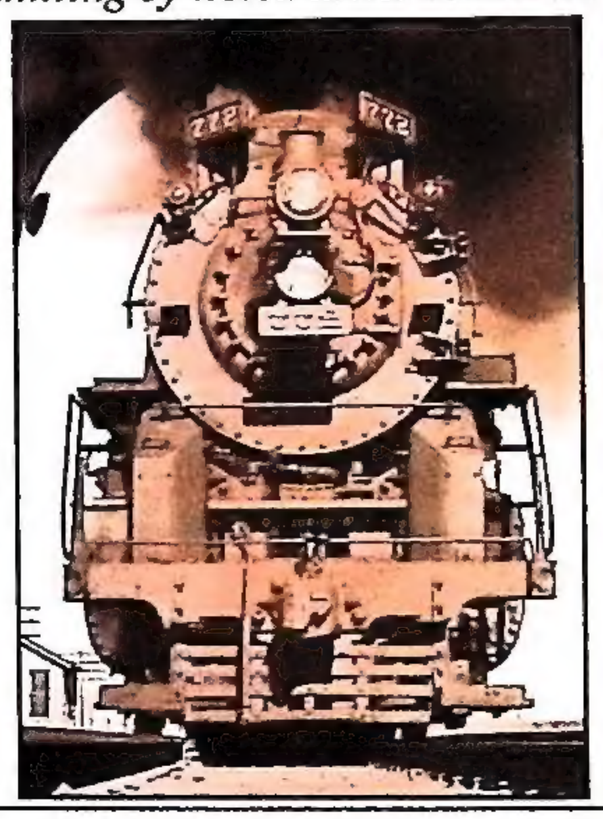

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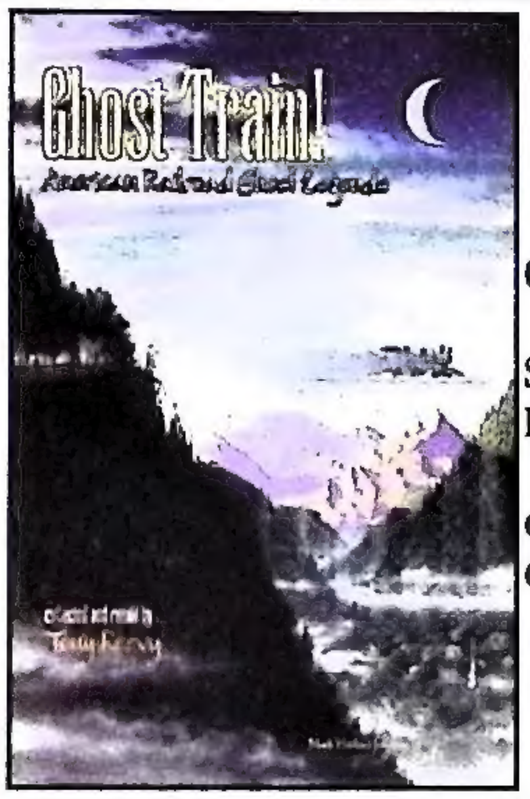

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From the late 1880s through modern times the N&W pioneered many features in its huge and varied fleet. This book is the definitive work on N&W coal carrying cars through the present! Not just a roster book but a detailed and interesting story that includes much history and many wonderful official company photographs that included cars, trains and mine scenes. This book is a must for an N&W fan's library as well as anyone who has an interest in the Pocahontas coal carrying roads or coal. *Due late October.*

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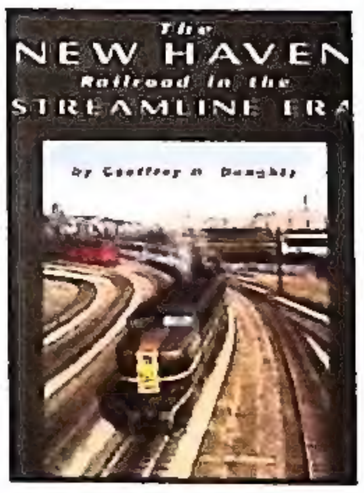

The complex story of the New Haven in the postwar period. Included are builders photos, a look at the futuristic trains of 1956-57, car roster, and a host of color photographs which lavishly illustrate a fascinating period in the New Haven's history. *NOW AVAILABLE!*

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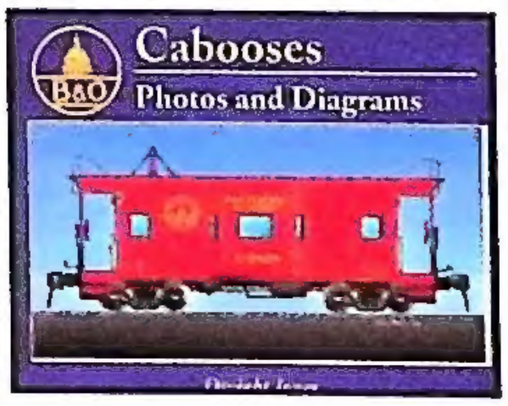

The first of a new series of books on Baltimore and Ohio Cabooses! Much of this material, the diagrams and most of the photos in this volume are being reproduced for the first time. This book will be particularly useful to modelers, as all of the drawings are uniformly scaled and dimensioned, many prepared specifically for this book. Over 30 years of meticulous research has gone into this volume and is the most accurate publication ever produced, correcting many errors out on the subject. *Due late June 1998.*

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RAILROAD / founded 1906 / volume 120 number 8

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on the cover

Utilizing trackage rights on Conrail's Hudson Secondary at Farmingdale, New York, New York, Susquehanna & Western stack train SLNY heads south for home rails at Pelton Road in Warwick on October 22, 1993. The hills are alive with fall colors — what better time to be along the tracks? Bruce Kelly takes us coast to coast for autumn along the rails beginning on page 34. Photo by Bruce Kelly.

From the Publisher's Desk: Young Railfans I've Known

At that time, Dwight Morrow High School accepted students not only from Englewood but also from Ridgefield, Oradell and Edgewater. With the start of the new term I entered my algebra class and headed for my desk in the back of the room. As I passed a kid sitting at his desk, engrossed in his algebra text held high, I did a double take. Inside his algebra text was the latest copy of Railroad Magazine! My new friend was Tom "Casey" Gilbert from Oradell, living near the Erie's New Jersey & New York line. Upon our return from service I bought a Kodak Medalist camera while Casey, a disciple of Lucius Beebe, opted for a small Graflex view camera. Photos were developed Friday nights in my darkroom. College broke this up, Casey going to NYU to prepare himself for a career with the Erie Railroad. The Erie became Erie-Lackawanna, Penn Central, Conrail and New Jersey Transit. Casey retired a few years back from NJT and it almost felt like an NRHS meeting since many of those present had been and still were railfans.

The first summer after getting out of the service, Casey, a local attorney named Stan Bradley who became active in the Railroad Enthusiasts and I went on a three-day rail tour to Montreal and back. We took the NYC-D&H up and returned via B&M, getting off at such stops as Wells River, White River Junction and Bellows Falls.

At White River Junction a young kid toting a Speed Graphic spotted us and introduced himself as Johnny Krause of Long Island, avowing as how "he was a railfan and had a real press camera!" Casey, Bradley and I boarded our train to our next stop, forgetting the kid.

Two months later I met Krause again, this time as a student at Wagner College. His room was covered with 8x10 rail photos taped to the walls. This time I got to know him better and we went on frequent weekend jaunts to New England, Pennsylvania and other points. Later Casey and Krause would make similar trips as magazine deadlines kept me at home. Interestingly, Casey and I both had Studebakers until Krause showed up with a huge Hudson with Casey soon following suit. All three of us liked country & western music at the time, notably Roy Acuff.

Krause dropped out of school after the first semester to work at the family electrical business, later having marital and alcohol problems. Drying himself out, he started doing railroad books for us. His work was good and it was a shock when he passed away. Many of his old railroad friends showed up at the viewing and we half-expected him to rise from the casket as we talked about the things we'd done with him. He always had a comment.

Another railfan modeler I met in high school was Mike Weston. Mike lived near the Erie's Northern Branch and had befriended a NRRNJ stockholder who was trying to get the Northern away from the Erie and back as a short line. A caboose he owned, ex-NYC, was parked in Englewood and was lettered NRRNJ. His dream never came to pass. Mike had also gotten to know the towerman at Granton Junction, where the Northern Branch and the Susquehanna came together and we spent a number of pleasant sessions in the tower, watching Erie K-1s, K-4s, G-15s steaming by, alternately lettered Erie or Susquehanna. There were also ACF railcars and gas electrics. The war and college took us apart but we'd see each other occasionally. Mike was present when our high school model railroad club had its 50th reunion a few years back. Sadly Mike died shortly after.

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Where Transit and Tonnage Meet

IN 1848, CHICAGO & NORTH WESTERN predecessor Galena & Chicago Union built Illinois' pioneer railroad line west from Chicago to what is now the Oak Park/RiverForest area, ten miles west of the city. That was 150 years ago, and the Windy City rail transportation scene has changed considerably.

The Lake Street Elevated Railroad built west from Chicago's downtown in 1893. Service extensions brought transit to Oak Park, Forest Park and nearby communities by the early 20th Century. In a 1962 agreement, CTA trains began using part of C&NW's elevated embankment on the westernmost three miles of the transit route.

There are many areas where "steam roads" and transit properties co-exist. This suburban Chicago location may offer the best variety, however, with power from across the country traversing what is now the Union Pacific. Forest Park is where transit and tonnage meet.

IF THERE IS ANY DOUBT *about who now owns the Chicago & North Western, it is erased by the sight of a Union Pacific inspection train behind E9 951 on November 14, 1996* ***(above)****. Ownership of the G&CU charter passed to the UP in 1995. C&NW power was in evidence on December 28, 1995, as train YPR79 headed home to Proviso Yard after interchanging cars with the Illinois Central* ***(opposite top)****. CTA cars 4271 and 4272, which last saw revenue service in 1973, are now held for occasional use at special events. CSX trains normally travel out of Proviso via the Indiana Harbor Belt to reach home rails, but occasionally travel via C&NW to avoid congestion, as a potash train with a GP40-2/slug set did on April 1, 1996* ***(opposite bottom)****.*

CONRAIL TRAIN ELPR *behind 40-2 6516 will reach its Proviso Yard destination in ten minutes on March 29, 1996, after which UP will forward its freight west (above). A considerable portion of ELPR's traffic is from Sterling Heights, Michigan, destined for Chrysler's Belvidere, Illinois, assembly plant.*

THE CHICAGO, SOUTH SHORE & SOUTH BEND *once teamed up with C&NW to move scrap metal, as demonstrated by traction orange GP38-2s 2000 and 2001 passing CTA cars in mid-day storage on April 28, 1993 (right). Both South Shore and CTA are former properties of electric railroad magnate Samuel Insull.*

CSX
6440
CSX
CSX
6440
CSX
CSX
CSX

Steam Returns to Vermont

by
Steve Barry

Photography: Steve Barry

FOR THE FIRST TIME since Steamtown U.S.A. left the Green Mountain State in 1983, public excursions behind steam power were run in Vermont during late July and early August 1998. New York, Susquehanna & Western 2-8-2 142 did the honors, powering the Green Mountain Flyer between Bellows Falls and Chester. On Saturday, August 1st, 142 was on the turntable at the Green Mountain Railroad shops at North Walpole, New Hampshire (**below**). Later, the Mike was leading a northbound train at the Bartonville covered bridge (**above**) as Mark Player's 1949 Chevrolet Railway Express Agency truck approached. The previous evening the Bellows Falls Fire Department posed an antique truck by the 142 (**left**). Also part of the night session was equiment from Canadian Pacific and New England Central.

Night photo lighting by Steve Barry, Joseph Calisi, Kermit E. Geary, Jr., Fred Jones and John Tully

Finishing off the weekend's activities was a fireworks display for Bellows Falls' Old Home Days. Vermont Railway System posed Green Mountain RS1 405 and GP9 1850 in the Bellows Falls yard, along with NYS&W 142 as the massive pyrotechnics went off (**left** and **page 66**).

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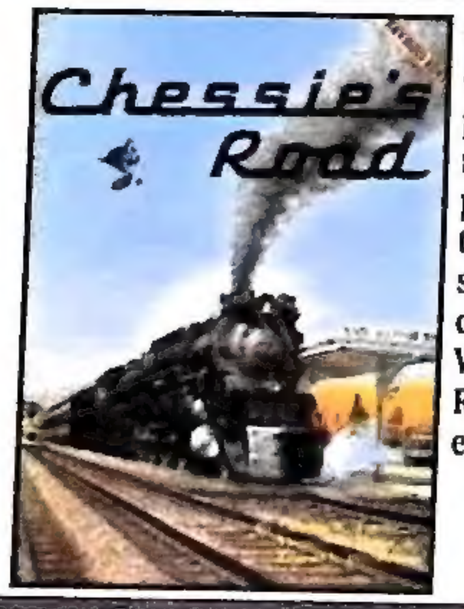

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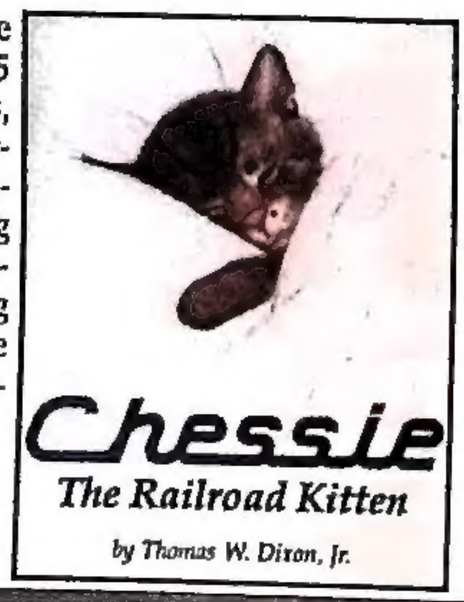

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FANMAIL

The colorful *Fun-Train*

How refreshing it is to see the *Florida Fun-Train* documented in all its splendor in September 1998 RAILFAN & RAILROAD. Better yet, it is a thrill to read of Eugene Garfield's participation in this stylish and innovative project.

Here is a gentleman who deserves much credit for bringing to post-Amtrak railroading a caliber of spirit and ambition his forefathers in the "golden age" of passenger railroading would have praised. From the outset of the *Auto-Train* Corporation, I have admired Eugene Garfield. Unequalled in the industry, he set his ideas into motion to the delight of countless patrons, including myself; a 1976 trip from Lorton, Virginia, to Sanford, Florida, rolls on in my memory as the finest railroad trip I have even taken. The following year, I had the privilege and pleasure of being *Auto-Train's* guest at their Sanford terminal, photographing virtually everything in sight and sharing friendly conversation with the employees who were present. If my previous trip wasn't convincing, that day at Sanford without question assured me this organization was built upon and dedicated to their customers and took pride in the service provided them. The demise of the corporation and the subsequent auction of *A-T* property naturally saddened me. For years thereafter, I have often wondered what Eugene Garfield might be doing. Tom Savio's "Dream Train" article is the answer I've long been waiting for.

Considering the flamboyance of the original *Auto-Train* (i.e. the unorthodox livery, interior decor of purple, red, and yellow and the stylized uniforms of the service personnel), it is fitting that Eugene Garfield be affiliated with the lavish *Florida Fun-Train*. What Mr. Garfield contributed in particular to the *Fun-Train's* specifications I do not know, but if Rader Railcar built this rolling stock with an integrity similar to that of *Auto-Train's* equipment contractor Hoover Industries, Mr. Garfield's kinship is all the more appropriate. The exacting measures to which Hoover reconstructed the original *Auto-Train* fleet was a benchmark in Eugene Garfield's administration. Ensuing Hoover Industries projects, such as the upscale New York DOT/Delaware & Hudson *Adirondack* consist, were defined by industry peers as built to "*Auto-Train* standards" — commendable recognition of Mr. Garfield's accomplishments.

ED FRYE
via the Internet

The *Fun-Train* and the media

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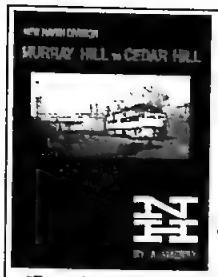

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And then the media screws it up! In today's morning paper an Associated Press story carries the headline "Tour train kills driver." Reading further into the article it says "the *Florida Fun-Train* . . . ran into his tow truck." The article eventually does say, in the fourth of five paragraphs, his truck was on the tracks.

It seems that the media has abandoned reporting news in favor of making news.

CARROLL G. FADER
Ketchikan, Alaska

A few *Fun-Train* clarifications

Before you get an irate letter from a University of Florida English professor about a misspelling in my *Florida Fun Train* story, let me point out that "Florida's tropical pallet" should have been spelled "palette," unless I was alluding to a stack of Florida orange crates on a wooden pallet. This just proves the point that "spellcheck" is no substitute for a proper education — and I should not have tucked a copy of RAILROAD magazine into my 6th grade spelling primer!

Also, I should have clarified that the gospel music I heard on the *Fun-Train* came from the conductor's own CD player; it was not broadcast over the train's Muzak system. Amen!

TOM SAVIO
Los Angeles, Calif.

The depots of Green County

Thank you for the nice article on the Depot Days of Green County, Wisconsin, in the September 1998 issue. There were a couple of minor details I'd like to clarify if I may.

The Depot Days committee did a fine job organizing the event and the Wisconsin & Southern was happy to participate. We did however begin running trips on Friday morning for area school students and this was such a big success that we plan to expand the program this fall with certified Operation Lifesaver presenters on the train as well.

The trips ran very well, with the only incident being one fan who ran in front of the train and then laid down in the middle of the tracks to take a picture, which required an emergency brake application to prevent running him over. Perhaps he should sit through an OPL presentation sometime.

Negotiations are underway for the 1999 Depot Days of Green County and tentative plans are for a four-day run April 23rd through 26th, with school trips Thursday and Friday. The "Taste of Green County" trains to Monroe will run one round trip on Friday and Saturday nights with refreshments again served on board. At this time we are talking about Saturday and Sunday trips running between Brodhead and Orfordville, however, we may alternate destinations with Juda again.

ROBERT C. WELKE
Wisconsin & Southern Railroad Co.
Milwaukee, Wisc.

More information on MRS1s

In reference to Ken Ardinger's letter in the September '98 FANMAIL, MRS1 USA 1810 is indeed gone. The 1808, 1810 and 1811 were at Military Ocean Terminal Sunny Point but were phased out in favor of

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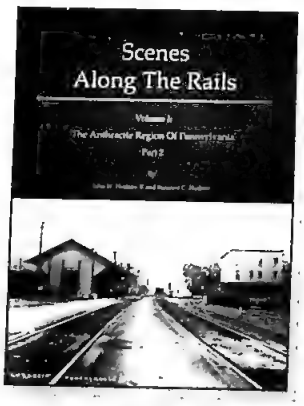

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Geeps. By the time I made my first drill there in December '94, the 1808 and 1810 had already been scrapped, although I'm told some parts lived on for use with some watercraft. USA 1811 sat around for some time with some critical parts missing and sometime between the first weekend of December '95 and January '96 it was moved from Sunny Point to Fort Eustis. It has sat outside the enginehouse and in Hank's Yard because there's no room in the museum, and there doesn't seem to be any money for renovation for display in the budget, either.

For a good website on MRS1 locomotives, see *www.geocities.com/CapeCanaveral/Hangar/1794/*.

I have no idea of what happened to the 1819, but I'll look into it. Hope this helps!

TIM MORIARTY
via the Internet

Like an engineer? Maybe not

I wish to correct the caption under editor Barry's photograph on page 45 of the September 1998 issue of R&R. What editor Barry is doing is feeling "what it is like to operate a steam locomotive."

Only after editor Barry has worked twelve hours a day for 14 days straight because of a shortage of crews, or scraped the ice off the inside of his cab windows in five-degree weather because the cab heater does not work, or sweated "Niagara Falls" in his cab in 100 degree heat with no air conditioning with all of the cab windows closed as he listens to the 4-B's (ballast, bottles, bricks and bullets) bounce off the cab windows, or counted the cars, trucks, fuel trucks and school buses that drive around the crossing gates as his train approaches, or felt his heart stop as his train comes around a curve at 60 mph — there is someone walking on his track! He blows the horn, he throws the train into emergency but still the person does not move. Only 500 feet between you and him . . . 400 feet . . . 300 feet . . . 200 feet . . . Why doesn't he move? . . . 100 feet . . . he has a Walkman on his head, he can't hear your train . . . 50 feet . . .

Only then can editor Barry "feel like an engineer."

RICHARD WERNER, JR.
Spring City, Pa.

The Valley Railroad and other operators of programs similar to "Your Hand on the Throttle" are selling the glamour side of the engineer's job, but there's a lot more to it than that. I remember riding the cab of Blue Mountain & Reading 4-6-2 No.425 at about 35 or 40 m.p.h. as we came up to a blind grade crossing protected by only crossbucks — no gates, no flashers. My stomach went into a knot as I realized that we were relying strictly on the whistle to ward off any traffic that may have been approaching the crossing, and in today's world of quiet cars and loud music, who knows if the whistle would even be heard? I realized then that what I was feeling on that once-in-a-blue-moon cab ride was felt many times over every day by the folks who run trains for a living. I don't know if you eventually get used to that feeling but, quite frankly, it's a job I wouldn't want. On the other hand, I think the majority of engineers out there would classify their job as being a lot of fun (see below) — S.B.

THE ENGINEER'S SEAT

by THOMAS D. DRESSLER

Impact at 50 per

(This month we begin a new bi-monthly column by retired Norfolk & Western/NOrfolk Southern engineer Tom Dressler. In the coming months Tom will relate stories from his years of running trains and cover other topics of interest to railfans. Welcome, Tom!)

IT MIGHT LOOK LIKE NOTHING but "fun and games" sitting there in the "Big E" seat, as it is sometimes called, and running a train but I can assure you at times it can get deathly exciting.

At the time of this event, I was a promoted Engineer on the Columbus District of the Scioto (pronounced "Sigh-Oh-Toe") Division of the Norfolk Southern (in reality the old Norfolk & Western) Railway, but was holding down the Fireman's position on Train No.1XVP, the Joyce Avenue Turn. Firemen were still employed in the State of Ohio as a "Safe Crew Law" was in effect until repealed in 1972. Any Fireman employed at that time was "protected" and retained his job until moving up to a full-time Engineer. This was unlike 1963 when most Firemen in states not protected by a Safe Crew Law were dismissed.

The Joyce Avenue Turn operated from our home terminal of Portsmouth, Ohio, to the Joyce Avenue Terminals of the NS to Columbus. Upon arrival at Joyce Avenue, we would turn and return to Portsmouth. The Columbus district is known as the "Valley" as it traverses the broad Scioto River valley from the beautiful Ohio River to Ohio's capital city of Columbus. On this day, our reporting time was 0645, about four hours late as we usually were called around 2:00 a.m. The usual operating practice for the "Turn" was to leave Portsmouth with a train consisting of setoff cars for the Detroit, Toledo & Ironton Railway interchange at Glen Jean (Waverly), the Baltimore & Ohio at Renick (Chillicothe), the NS Road Switcher crew at Circleville, the Chesapeake & Ohio and Conrail at Watkins Yard at the south edge of Columbus and then on into Joyce Avenue with the few remaining cars. We then turned around and headed back east with cars from Columbus to Portsmouth and points east.

Generally we had to make a pickup on the eastbound run at Watkins Yard and occasionally from the DT&I at Glen Jean. The train back down the "Valley" was shorter and much faster than was the westbound run. Our average time on duty for the 200-mile round trip was eight to nine hours for which we received two full days pay. The main advantage of the job was that you were home when you got off the engines and not at some gawd-awful away-from-home

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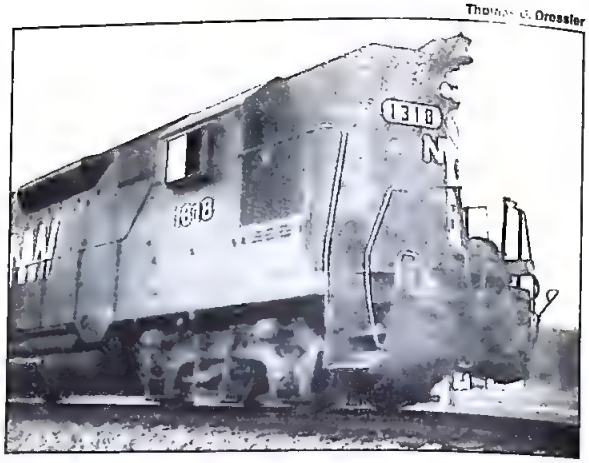
terminal, as is the wont of most road jobs in railroading.

On this particular day, my regular Engineer was on vacation and I was working with a man off the Engineer's Extra List who had been experiencing some pretty serious heart problems — several heart attacks and open heart surgery. Whenever I worked with him I did all of the running to help him out a little. Of course there was ulterior motive for my doing all of the running — *I loved it!* How many railfans and model railroaders actually had a job where they ran trains on their favorite railroad *and* receive darned good pay for the pleasure? Whenever I had the chance while Firing, I was in the right-hand seat running. Of course, many of my fellow employees thought I was absolutely nuts by wanting to run all the time but then "to each his own!"


Thomas J. Drossler

THE FORCE OF IMPACT at 50 miles an hour between N&W GP35 1318 and a van is clearly indicated by the bent pilot plates, steps and handrails. The 1318 was repaired and worked for NS for several more years.

We had a DT&I setoff this trip and both the head brakeman and flagman were on the head end, riding on the second unit of our three-unit locomotive consist of GP35 No.1318, SD35 No.1529 and GP38 No.2840. I was running short hood lead on the dual control unit and had 54 cars of mixed time freight, both loads and "emties." My engineer was relaxing on the left side of the cab and we were discussing an accident he had experienced a few months earlier when he hit a pickup truck on the Sandusky District which resulted in the death of two teenagers. In that accident, the truck wrapped around the front of the lead unit and was carried almost a mile before the train could be stopped. Because of the deep snow in the area, the remains of the two victims were placed on the front deck of the lead engine while the train was backed to the road crossing at which the accident had taken place to awaiting rescue vehicles. The truck was chained to the engine and dragged back also. Not a very pleasant experience for anyone involved.

This day the train was running nicely and I had her setting right on the allowed 50 m.p.h. speed limit for an upcoming restricted curve. As I rounded the right-hand curve at Mile Post N-622, right at the Scioto/Pike County line, I noticed a blue and white Ford van approaching about a mile ahead from the east side of the westbound track — my side of the train — on an unmarked, narrow, newly paved, asphalt farm-type rural grade crossing. As the vehicle approached, I did notice that all of the windows, with the exception of the front windshield and the driver's and passenger side front windows, were heavily tinted, making it impossible to see into the rear area. The crossing was known to us as "Christmas Tree Crossing" because of a large Christmas tree farm on the east side of the tracks.

I immediately began blowing the melodious five-chime Leslie model S-5-TR air horns and reached down and turned the bell on. Just to make sure, I glanced down and double-checked my headlamp switch to make sure it was on "bright" as required by NS operating rules and the State of Ohio. It was obvious to me the fellow planned to turn onto four-lane, divided highway U.S. Route 23 after he cleared the railway right-of- way. Route 23 parallels the N&W tracks from Portsmouth to Piketon and provides an excellent train watching vista.

At this time my Engineer looked over at me and said "What the heck is wrong now 'Tommy Overspeed?'" calling me by my nickname — because of the right hand curve, he could not see the van. I told him a van was fast approaching the track and I kept blowing the horn in a series of shot warning blasts. The van never even slowed down but judging his speed and mine, I felt we would miss him in spite of his overzealous use of pure and total stupidity.

As the van started across the westbound track, I still felt sure that we would not hit him, but then all of a sudden the right front corner of the van dropped down and I realized he had gotten that wheel off the narrow crossing and was hung up on the steep edge of the pavement. I realized a crash was imminent, not at all a pleasant prospect.

At times like this, the passing of time shifts into extreme slow motion. It seems as if it takes forever to traverse the space between your present location and the object of your disenchantment — in this case the Ford van. Not only that but many wild thoughts flash through your mind as you tend to expect the worst — you could overturn and be injured, the object struck could explode — you would be surprised what you think about at times like this!

I immediately applied the Automatic Air Brakes in an emergency application, reached down to bail off the independent (or locomotive) brakes with my left hand and changed to my right hand to blow the horn. (To digress just a little, for those of you not familiar with the operation of air brakes on a freight train, when the Automatic [train] Air Brake is applied, the brakes on the entire locomotive consist are automatically applied also. To prevent a heavy buildup of brake pressure on the engines brakes, the Engineer depresses the separate Independent (or engine) brake handle thus "bailing" off or depleting the locomotive brake application. If this is not done, the wheels on the engines may lock up and slide which in turn results in flat spots. I can personally tell you that flat spots on a locomotive are a *no no* in railroading. However, we will discuss that

situation in a later installment).

About this time we had moved to the point where my Engineer could see the van and said "Oh s—t, here we go again." I knew he was reliving his recent crossing accident on the upper end of the Scioto Division.

We were still moving at 50 per as it takes the air brakes several seconds to begin to set up and even longer for train speed to start to drop. I raised my left leg up and placed it over the independent brake handle to keep it bailed off, grabbed the radio head on the caboose to hang on as we were about to hit a vehicle and heaven only knows what might happen, and all the while continued to blow the horns in short blasts.

Until this time, we had seen no one in the van except the driver. He finally realized were we about to take him with us and he opened his door, jumped out and moved to the east, or field side (outside) of the track structure and started running towards us. As I went by him he was frantically waving his arms in a useless, feeble attempt to flag me down.

About this time we hit the van in the drivers door with a loud, deafening *whomp,* accompanied by the tinkling of glass and crunching of metal, and wrapped it around the front of the lead engine. The van was below our line of sight and we still could not ascertain if there were any passengers. I can truthfully tell you that at times like this, you begin to wonder if the vehicle was full of children — remember, he was leaving a Christmas tree farm so one could think there may have been some kids along to see how the trees were growing — and naturally you have a sickening feeling in the pit of your stomach.

Up the westbound track we went, with the blue and white Ford van impaled on the front of the EMD GP35. The rear of the van was dragging in the light gray, granite ballast to the outside of the cross ties and was throwing rock up in the air and back on to the front of the second unit, all the while looking not at all unlike a speed boat's wake in the nearby Ohio River. The guys on the second unit were unaware of any problems until the ballast started flying. Both thought the world was coming to an end and hit the floor and covered their heads as they thought the door and/or glass was going to come in on them. Luckily there was safety glass in the door and, while it cracked badly, none shattered and came back into the cab and thankfully the door latch and hinges held tight.

We finally began to slow a little and were approaching a Train Defect Scanner, with the rear of the van still down plowing ballast. The heavy timbers, fastened to the outer edges of the crossties to protect the heads of the defect sensors, bumped the van up and apparently a piece of heavy timber splintered off and flew under the right front wheel of the lead unit. That wheel bounced up off the rail several inches causing the engine to lean towards the left side, and for a second or two we thought we might turn over. With the front of the engine momentarily raised up, the van then shifted and slid further back under the front of the unit and all I could think of was the gas tank of the van could come in contact with the engine wheel and might cause us more problems than we were already experiencing.

Just then the engine settled back down on the rail, the emergency brake application

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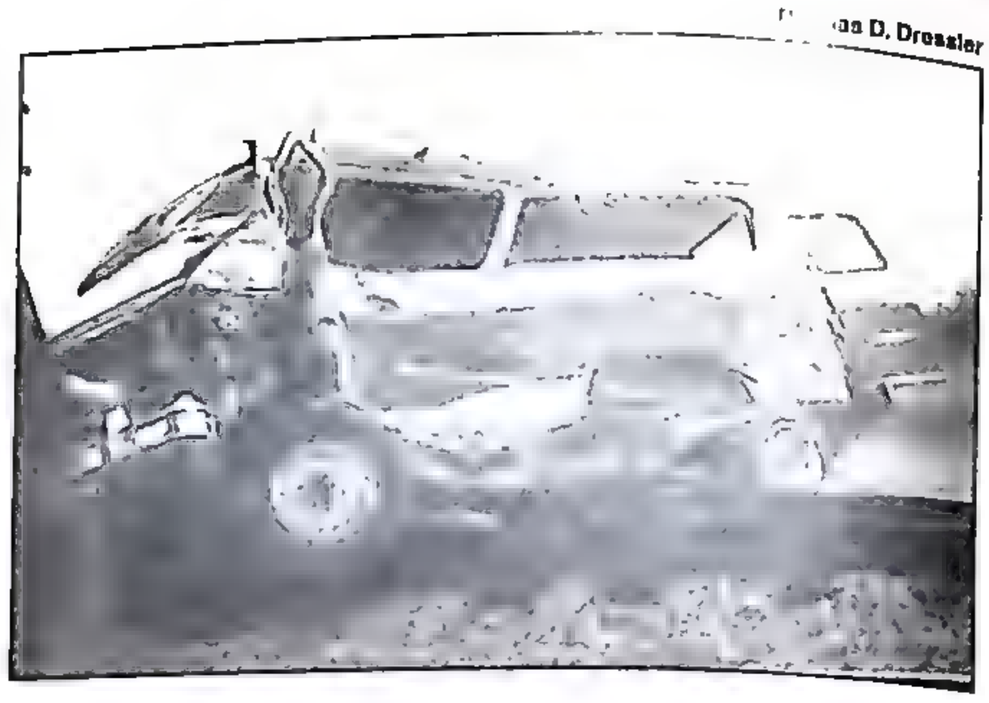
RAILROAD AVENUE ENTERPRISES

was taking effect and we finally came to a screeching, jerky stop. I again called to the conductor on the caboose and asked him if he was okay, to which he replied affirmatively.

I looked over at my engineer and he was as white a sheet and had a terribly sick look on his face. He started to get up out of the seat to inspect the damage but by then I was over in front of him and told him to sit back down and stay in his seat and I would take care of this. I was dreadfully afraid he as about to have another heart attack and was doing all I could to protect him from witnessing another possibly messy scene.



AN ERRANT FORD VAN was reduced to scrap metal in a matter of seconds after the driver got the vehicle stuck on the tracks in front of N&W GP35 1318. Fortunately, there were no injuries.

I went out the door and peered down at the van from the front walkway — there was *no* problem whatsoever seeing into the van, as every window on both sides had been blasted out and the view of the interior of the vehicle was perfectly clear. I breathed a sign of relief that there were no passengers. We then alighted from the engine and, as we inspected damage to the engine, we took note that the gas tank of the van was within three inches of the right front wheel of the 1318. All of the engine wheels were on the rail and the only damage to the lead unit was the pilot sheets, front steps and handrails, which were bent back a several inches. The knuckle of the front coupler had both blue and white paint marks displayed thereon.

Officials were notified and, while we were waiting for them to arrive, a beat up red Dodge pickup, which had been moving south on the highway, braked violently and swerved through the grassy median strip, across the northbound lanes and up the bank to the edge of the track structure. Three visibly shaken guys jumped out and wanted to know what had happened to the driver of the van, and I told them he had jumped out a second or two before we hit the vehicle. It seems they were his buddies that he was waiting on at the Christmas tree farm. When they failed to show, he apparently tired of waiting and as he was leaving the tree farm, he had the misfortune of driving into the path of, and becoming stuck in front of, our train.

About this time driver of the van, half walking and half running, approached us. I noticed he was breathing with difficulty and I asked him if he was okay. "Yes," he said in a panting breath, "I'm okay but I am not going to tell my wife about this. She gets upset when something like this happens." We all stood there with our mouths open not believing what we had just heard — the guy had come within two feet of being killed, his van was turned into an instant scrap heap by a fast-moving railroad locomotive and he was worried about his wife being upset. After all these years since the accident, I still have not figured out how he was going to "not tell my wife about this!"

NS officials, including a Claims Department spokesperson and a local sheriff deputy arrived and began taking statements and making reports. A large highway-type wrecker was soon on he scene but could not pull the van off the front of the engine. It was then decided I would back the train up a few feet and see if the van could be dislodged.

In the meantime another westbound train had arrived behind us and he protected our rear end for the back up move as our entire crew was now on the head end. The conductor had walked forward from the caboose and did a visual inspection of the train per NS Operating Rules since we had stopped on the Defect Scanner because of an emergency condition. With the van hooked to the wrecker, the backing of the train worked perfectly and the van was free of its restraints. It was soon loaded on a flatbed truck and prepared for a quick trip to the local automotive junk yard.

After the paperwork was completed and the engine inspected by Portsmouth Roundhouse personnel with no major damage being found, we were allowed to resume our westbound run. As we motored along a few miles from the accident site, my Engineer and I decided to eat a sandwich and have a Pepsi. As I took the first bite of my ham sandwich, the engineer looked over at me and asked, "What did that guy do as we were bearing down on him?" I thought about it a few seconds and then said, "Good heavens, as he jumped out of the van, he stopped, reached around with his right hand and slammed the door of the van and then jumped off the track!" My engineer said "Well, I'll be darned. I thought that is what I thought I saw, but I was not sure." We discussed it a few moments and then each of us again had a nauseous feeling in our stomachs, considering the possible tragedy of what had just taken place. We had come within two feet of killing a guy, possibly derailing our train and having the gas tank of the van rupture — we could have really been in a mess. However, the cold Pepsi settled my nerves quickly and I was not about to let the sandwich go to waste.

The rest of the trip to Columbus and back were uneventful and, because we had lost about two hours dealing with the wrecked van, we only had a few cars out of Columbus and no pickup on east. However, Old Man Fate was not quite finished with us. As we were passing through Lucasville, ten miles north of home at about 60 m.p.h., the gates were down at the main road crossing and, lo and behold, a nut on a nice big fancy Honda two-wheeler sped around the gates and crossed in front of us. We missed him by about six inches. I looked over at my Engineer and I was very concerned as he looked like death warmed over. He marked off upon arrival at the Portsmouth terminal and a few days later, at the insistence of his wife,

visited his heart specialist at Ohio State University Hospital in Columbus and was told "Mister, you have two options. Retire *now* and live many more years or go back out there on the railroad, hit someone else and there will be two fatalities — you and the person you hit." He retired. On the other hand, the 1318 was repaired and served the NS several more years and yours truly made many, many more trips up the "Valley".

While it might look like it, it is not all "fun and games" sitting up there in the cab running a train. In instances such of this, it can get to a person in a hurry. But yes, it was more *fun* than a guy should be allowed to have in his life time.

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March)

RAILFAN EVENTS

WEST VIRGINIA NORTHERN RAILROAD, P.O. Box 424, Kingwood, WV 26537 (800/253-1065) will operate fall foliage trains between Kingwood and Tunnelton every day during October. Weekday trains depart at noon, weekend trains depart at 11am and 3pm. Tickets $12 adults, $6 children, under 3 free.

WILLIAMS, ARIZONA, October 2-4. Railfan Weekend on the Grand Canyon Railway. Freight train with Mikado 4960, double-headed passenger train with 4960 and Consolidation 18, A-B-A FA's on regular train. Friday night photo session conducted by Mike Del Vecchio at the depot and out on the line, Saturday banquet featuring J. David Conrad. Information from Grand Canyon Chapter NRHS, P.O. Box 391, Williams, AZ 86406; 800/843-8723.

BOSTON, MASSACHUSETTS, October 3. *Berkshires Foliage Flyer* from South Station to Albany/Rensselaer, N.Y. Optional activities at Albany include a Hudson River cruise, Albany sightseeing tour or luncheon. Optional first class seating in privatecar *Caritas*. Fare $65 adults, $35 kids under 12, Hudson cruise $10, luncheon $16, Albany tour free. Train may also be boarded at Back Bay, Wellesley Square, West Natick, Worcester or Springfield. Tickets/information from Mass. Bay RRE, P.O. Box 4245-B.V., Andover, MA 01810-0814.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following *Dixie Land Specials* departing from Chattanooga into northwest Georgia via Chattooga & Chickamauga Railway's ex-Central of Georgia main line powered by RDC's, 2-8-0 610 or GP7L 1829. Ticket prices are for coach and most include dinner in the diner. Pullman seating or office car charter available at higher cost.

October 3, 10, 17, 18, 24, 25, 31 and November 7, to Trion,$62, 610.

December 12-13 and 19-20, to Chickamauga's Gordon Lee mansion; trips depart 3:30pm, include dinner; $56, diesel.

ELY, NEVADA, October 3-4. Nevada Northern Spectacular with charters on Keystone and Hiline routes, steam double-header, freight and passenger consists, plenty of runbys. Tickets are $425 per person, information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870.

CINCINNATI, OHIO, October 3-4. Rail excursion to Maysville, Kentucky, using Amtrak Superliner equipment. Visit Maysville Court Days, Mason County Museum, National Underground Railroad Museum, complimentary scenic boat ride. Round trip each day or optional overnight package. Tickets $79 for day trip, $249 for overnight packahe from Cincinnati Railroad Club, Inc., P.O. Box 14698, Cincinnati, OH 45250-0698; 513/542-4939.

ALTOONA, PENNSYLVANIA, October 3-4. 4th Annual Railfest at the Railroaders Memorial Museum. Norfolk Southern displays at Juniata Shops, excursion around Horseshoe Curve, more. For a free brochure contact the museum at 1300 9th Avenue, Altoona, PA 16602 or phone 814/946-0834 or 888/425-8666.

FILLMORE & WESTERN RAILWAY COMPANY (P.O. Box 960, Fillmore, CA 93016; 805/524-2546) presents the *Pumpkinliner* every weekend in October. Ride to the pumpkin patch to get your Halloween pumpkins. Train fare $15, seniors $12, $6 kids under 12. Pumpkin prices vary.

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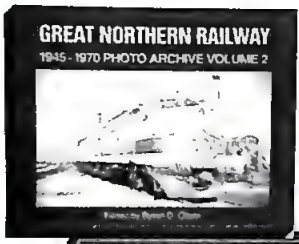

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and streamlined passenger cars. Some trips will offer first class accommodations. For more information contact Wisconsin & Southern Railroad, Passenger Department RF, 5300 North 33rd Street, Milwaukee, WI 53209-9229.

October 3-4, Fall Color trips from Madison, destination to be determined.
October 10, November 7 and 21, *Badger Limited* will run three trips per day from Milton Junction to Madison for University of Wisconsin football games.
November 28-29, Santa Train will depart Middleton for Madison and Cross Plains, with one trip each day to Mazomaine.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (248/541-1000) is hosting the following excursions from the Detroit area. Write or call for a brochure.
October 3-4, Caro Pumpkin Festival by train on Huron & Eastern, side trip to Colling; $19 and up.
December 5 and 12, Christmas Lights, all day excursion includes narrow gauge steam train ride, shopping, more; trip departs Dearborn on Dec. 5 and Royal Oak on Dec. 12; $64 adults, $54 children 12 and under.
February 6-8 and 13-15, Snow Train on the Algoma Central; all-inclusive excursion $325 double occupancy*; depart Dearborn or Royal Oak.

THE HOBO and WINNIPESAUKEE SCENIC RAILROADS, P.O. Box 9, Lincoln, NH 03251 (603/745-2135) is holding the following special events. Fares (adult/children) are as noted below. Most trips require reservations.
October 3-4, 10-11 and 17-18, Fall Foliage Specials from Meredith to Plymouth and Livermore Falls; $14.95/$9 95 on 9:30am train, $21.95/$15.95 on 1pm train.
October 24, Halloween Train, Tilton to Laconia; $22/$16.
November 27-28, Santa Trains from Lincoln; $8/$8.
December 5,12 and 19, Christmas Dinner Trains from Tilton to Laconia; $22/$16.
December 5-6, 12-13 and 19-20, Santa Trains from Tilton and Laconia; $8/$8.
December 26-30, Family Holiday Trains from Lincoln; $8/$5.50.

FOX RIVER TROLLEY MUSEUM, P.O. Box 315, South Elgin, IL 60177-0315 (847/697-4676) will hold the following special events. Admission $2.50 adults, $2 seniors, $1.50 kids 3-11, under 3 free.
October 4 and 11, Fall Foliage caboose rides.
October 24-25, Pumpkin Trolley (admission $.50 extra).
October 31, Haunted Trolley.

DENNISON, OHIO, October 9-11. Ohio Railroad Symposium sponsored by the Dennison Railroad Depot Museum and the Tuscarawas County Historical Society. VIP train ride to reception at Ohio Central shops on Friday, optional rail trip to Gould Tunnel on Sunday. Speakers include Earl Olmstead, John King, Jerry Jacobson, John B. Corns, Clifford Perry, Larry DeYoung, Richard Hoover, Michael Connor and David Adair. Registration $75, Gould Tunnel trip $30. Information from Ohio Railroad Symposium, Dennison Railroad Depot Museum, P.O. Box 11, 400 Center Street, Dennison, OH 44621; 740/922-6776.

THE 20TH CENTURY RAILROAD CLUB (329 West 18th Street, Suite 902, Chicago, IL 60616; 312/829-4500; *www.20thcentury.org*) will sponsor the following trips from Chicago. Contact the club for more details and prices.
October 10-11, Galena Limited charter to country fair.
October 15-21, *Seven Trains in Seven Days* motorcoach tour to Kentucky and Tennessee; trains include *My Old Kentucky Dinner Train* and *Broadway Dinner Train.*
November 7, Flossmoor Station Brewery via Metra.
December 26-January 1, Baltimore via *Capitol Limited.*

HAMMONTON, NEW JERSEY, October 10. The Haluwasa Shore Line Railroad presents Railfest on its two-foot gauge line. For information contact Haluwasa Shore Line Railroad, 377 South Ehrke Road, Hammonton, NJ 08037; 609/561-3081.

ROCKHILL FURNACE, PENNSYLVANIA, October 10-11. East Broad Top Fall Spectacular with four narrow-gauge 2-8-2s, doodlebug and more on variety of special trains. Special tickets required for trains and shop tour. For more information contact the East Broad Top Railroad, Rockhill Furnace, PA 17249; 814/447-3011.

ORBISONIA/ROBERTSDALE, PENNSYLVANIA, October 10-11. Friends of the East Broad Top 16th Reunion with model contests, exhibits, vendors, EBT-oriented walking and driving tours, more. Public welcome to visit displays and vendors, Sunday morning open house at FEBT museum in Robertsdale, free admission; other activities require paid registration. For information contact Vagel C. Keller, 1998 FEBT Fall Reunion, P.O. Box 5130, Pittsburgh, PA 15206-0130; 412/441-7881; *vagelk@aol.com.*

WASHINGTON, PENNSYLVANIA, October 10-11 and 17-18. Pumpkin Patch Trolley at the Pennsylvania Troley Museum. Adults $5, seniors $4, kids $3. Information from Scott Becker, 1 Museum Road, Washington, PA 15301-6133; 724/228-9256.

HOBOKEN, NEW JERSEY, October 10, 11, 17, 18, 31 and November 1. Steam-powered trips to Port Jervis, N.Y., behind Chesapeake & Ohio 614. Adult fares $75, children $50. Tickets and information from Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833; 908/236-2200; *www.chessie614.com.* Visa/MC accepted.

GREEN BAY, WISCONSIN, October 10-17. Shenandoah Mountain Autumn Amtrak Tour from Milwaukee (bus connection from Green Bay) to Charlottesville, Virginia, and New Orleans

via the *Cardinal, Crescent* and *City of New Orleans*. Price $1150 per person, double occupancy, includes first-class accommodations on Amtrak. Information from the National Railroad Museum at 920/437-7623, *staff@nationalrrmuseum.org*

DURANGO, COLORADO, October 11-14 Eureka & Palisade No.4 *Eureka* will operate over the Durango & Silverton Narrow Gauge Railroad. **October 11,** Durango to Silverton one-way, passengers ride in observation train following the *Eureka;* **October 12,** Silverton to Durango one-way, passengers ride in observation train following *Eureka;* **October 13-14,** round trip each day to Cascade Wye, passengers ride in one coach behind *Eureka,* capacity limited to 44 passengers Ticket prices $75 for one-way trips, $125 for two-day round trip to Silverton, $125 for each Cascade Wye trip For tickets or information contact the Durango & Silverton Narrow Gauge Railroad, 479 Main Avenue, Durango, CO 81301; 970/247-2733.

NORTH CONWAY, NEW HAMPSHIRE, October 17-18. 24th Annual Railfan Weekend at Conway Scenic Railroad. Six historic diesels and 0-6-0 7470 in operation. Passenger, freight and mixed trains, night photo session hosted by Les MacDonald. For complete information contact Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; 603/356-5251.

DANBURY, CONNECTICUT, October 17-18. Fall Show at Danbury Railway Museum with dealers, new exhibits and train rides. Saturday inbound train from Poughkeepsie, N.Y., via Beacon and Hopewell Junction over the Maybrook Line to Danbury and return. Information from Danbury Railway Museum, P.O. Box 90, Danbury. CT 06813; 203/778-8337.

BELLEVIEW, OHIO, October 17-27. Rail and bus tour of Maryland, West Virginia and Pennsylvania featuring Western Maryland Scenic, Potomac Eagle, Cass Scenic, Kingwood Northern and Amtrak around Horseshoe Curve sponsored by Mad River & NKP Railroad Society. Information from Uptown Travel, 212 West Main Street, Bellevue, OH 44811; 800/837-8785.

PACIFIC COAST TRAIN ADVENTURE on Amtrak's *Coast Starlight* with R&R columnist Jim Porterfield will be run from October 22-29. Packages include airfare, *Spirit of Washington* dinner train, first class service on Amtrak. For a free brochure call Holiday Vacations at 800/826-2266.

MONTICELLO RAILWAY MUSEUM, Box 401, Monticello, IL 61856 (217/762-9011) will hold the following special events:
October 23-25 and 30-31, Ghost Train and haunted car.
November 7-8, Throttle Time (learn to operate a locomotive; reservations required).

NORTH BERGEN, NEW JERSEY, October 24-25 and November 7-8. Steam powered trips to Warwick, N.Y., behind NYS&W 2-8-2 142 each day sponsored by the NYS&W Technical & Historical Society. Additional boarding at Hawthorne and Pompton Lakes, N.J. Coach fare $40 adult, $30 kids. First class available for $150, deluxe coach $60. Tickets ordered by phone at 877/TRAINRIDE or on-line at *www.nyswths.org.* Visa/MC accepted.

LOS ANGELES, CALIFORNIA, October 26-November 5. Pacific Railroad Society will take its sleeper and dome-diner to the AAPRCO convention in Albuquerque, N.M. All private-car train from Los Angeles to Grand Canyon, Santa Fe, Albuquerque, Carlsbad and El Paso. Refundable deposit of $50 holds space until plans and price are finalized. Make checks payable to Pacific Railroad Society and mail to B.L. Sibert, 777 East Valley Boulevard #70, Alhambra, CA 91801; 626/570-8651.

THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net*) will hold the following special events. Admission $6 adults, $5.50 seniors over 60, $4 kids 6-12, under 6 free, family $16. Contact the museum for more information.
October 31, Halloween lantern tours with eerie lantern lighting, costumed characters.
December 12, Home for the Holidays, meet engineers, ticket agents and passengers from the 1850s to the 1950s.

KINGSPORT, TENNESSEE, October 31-November 1. *Clinchfield Autum Leaf Specials* through the Appalachian Mountains. Saturday trip through Nolichucky Gorge to North Cove, North Carolina; Sunday trip through the Breaks Interstate Park to Elkhorn City, Kentucky. First class service available. For information contact Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605-0432; 423/753-5797.

PHILADELPHIA, PENNSYLVANIA, November 15. *Turkey Trot Trolley Trip II* sponsored by Wilmington Chapter NRHS covering portions of streetcar routes 15 & 23 using a PCC car. Numerous photo stops. Trip departs Elmwood Depot 10am. Tickets $28 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-6pm).

RINGOES, NEW JERSEY, November 27-29, December 5-6 and 12-13. Santa Express on the Black River & Western. Tickets $8 adults, $4 kids 3-12. For information contact the Black River & Western Railroad, P.O. Box 200, Ringoes, NJ 08551; 908/782-9600.

DURANGO, COLORADO, December 5. Mixed train on the Durango & Silverton Narrow Gauge Railroad with locomotive and all equipment authentically lettered Rio Grande sponsored by Rocky Mountain Railroad Club. Multiple photo runbys. For more information contact RMRRC, Trip Committee, P.O. Box 2391, Denver, CO 80201.

WHIPPANY, NEW JERSEY, December 5-6 and 12-13. Santa

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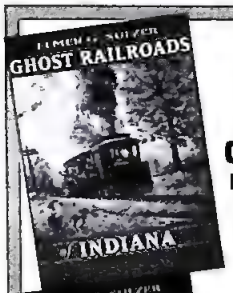

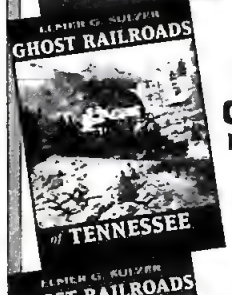

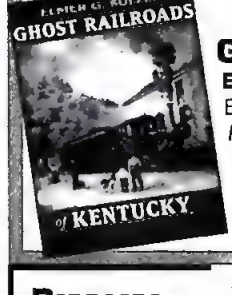

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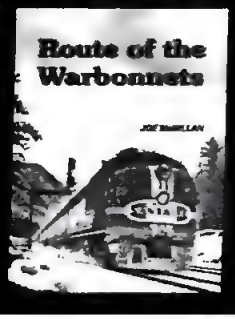

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RAILROADIANA MEETS

SAVANNAH, GEORGIA, October 3. Historic Railroad Shops Model Railroad Show sponsored by the Coastal Heritage SOciety and Coastal Rail Buffs at Historic Railroad Shops, 601 West Harris Street, 9:30am-4:30pm. Admission $3, seniors/students $2, kids under 12 free with parents. Information: Cyndi Sommers at 912/651-6823 or 912/352-8104.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

October 3-4, Norcross, Ga., North Atlanta Trade Center.
October 10-11, Stony Brook, N.Y., State Univ. of N.Y.
October 24-25, Upper Marlboro, Md., Show Place Arena.
October 31-November 1, Pennsauken, N.J., South Jersey Expo Center.
November 7-8, Edison, N.J., Convention & Expo Center.
November 14-15, Monroeville, Pa., Pittsburgh ExpoMart.
November 21-22, Wilmingtong, Mass., Shriners Auditorium.
November 21-22, Novi, Mich., Expo Center.
November 28-29, Cleveland, Ohio, Convention Center.
November 28-29, Danbury, Conn., Western Connecticut State University.

PUEBLO, COLORADO, October 3-4. 5th Annual Pueblo Railfest sponsored by the Pueblo Locomotive & Rail Historical Society behind Historic Pueblo Depot, B Street & Victoria Avenue. Equipment displays and railroadiana vendors. Free admission. Information: PLRHS, P.O. Box 322, Pueblo, CO 81002; *www.pueblorail.com.*

CRESSON, PENNSYLVANIA, October 3-4. Display and sale of railroad and coal mining memorabilia at Cresson Area Heritage Days on Front Street. Information: Heritage Days, P.O. Box 113, Cresson, PA 16630.

LEESPORT, PENNSYLVANIA, October 4. 19th Annual Train Meet sponsored by the Reading Company Technical & Historical Society at the Leesport Farmers Market, 9am-3pm. Admission $4, kids under 12 free with adult. Information: Chuck at 610/777-2053.

DEARBORN HEIGHTS, MICHIGAN, October 4. Train & Toy SHow sponsored by Fire Fighters Dearborn Heights at Fairlane Christian School, Haas at Telegraph Road, 11am-4pm. Admission $2, family $5. Information: Ray Nikolai, 4954 Roosevelt, Dearborn Heights, MI 48125; 313/277-2419.

ST. LOUIS, MISSOURI, October 10. Railroad Swap Meet sponsored by Boeing Employees' Railroad Club at Greensfelder Recreation Complex at Queeny Park, 550 Weldman Road, 10am-3pm. Admission $2, kids under 12 free. Information: Wayne Schimmel, 733 Highway Y, Winfield, MO 63389-2206; 314/668-6313 (after 6:30pm CT).

FORT WORTH, TEXAS, October 10-11. 16th Annual Railroad Show at Lockheed Martin Recreation Association, 3400 Bryant Irvin Road, Saturday 10am-5pm, Sunday 11am-5pm. Admission $5, kids under 12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 (6pm-10pm CST).

JOHNSON CITY (BINGHAMTON), NEW YORK, October 18. 5th Annual Southern Tier Railfest sponsored by Susquehanna Valley Chapter NRHS at the Heritage Conference Center, Watson Boulevard, 10am-4pm. Admission $3, kids under 12 $1.50. Information: Robert Pastorkey, Susquehanna Valley Railway Historical Society, P.O. Box 2415, Binghamton, NY 13902-2415; 607/775-1267.

Railfanning is:

Admitting that those "hazy days of summer" are for being lazy, not for photography.

BOURNE, MASSACHUSETTS, October 18. Annual Railroad & Model Train Show sponsored by the Cape Cod Chapter NRHS at the Upper Cape Cod Technical School, Route 6, 10am-4pm. Admission $3, seniors over 62 and kids 6-15 $2, under 6 free, family maximum $6. Information: Paul Eagan, 196 Court Street, Plymouth, MA 02360; 508/746-6558.

LONDON, ONTARIO, October 24. Forest City Railway Society's 3rd Annual Fall Slide Trade & Sale Day at Fanshawe College, Room B1071, 1460 Oxford Street East, 11am-4pm. Admission $2. Information: Ian Platt, 1240 Glenora Drive, London, Ontario N5X 2P7.

DEARBORN, MICHIGAN, October 25. Trainorama '98 sponsored by the Redford Model Railroad Club at the Dearborn Civic Center, 15801 Michigan Avenue, 10am-4pm. Admission $4, kids under 12 free with adult. Information. Steve Johnson, c/o Redford Model Railroad Club, P.O. Box 40225, Redford, MI 48240; 313/565-1027.

SPOKANE, WASHINGTON, October 25. Spokane Model Railroaders/Inland Empire Railway Historical Society Swap Meet & Show at Spokane Community College "Lair," East Mission & North Greene, 10am-4pm. Admission $2, kids under 12 free with adult. Information: Jerry Fey, 2804 East 25th, Spokane, WA 99223; 509/535-7186.

STRASBURG, PENNSYLVANIA, October 25. Lancaster/Strasburg Train & Toy Show at Historic Strasburg Inn, Route 896, 9am-2pm. Admission $3, kids under 12 free. Information: Bill Siegler, 1749 Hemlock Road, Lancaster, PA 17603; 717/392-5515.

BATAVIA, NEW YORK, November 1. Genesee Society of Model Engineer Great Batavia Train Show at Batavia Downs Race Track, 8315 Park Road, 9:30am-3:30pm. Admission $3, students $1, kids under 12 free. Information: Mike Pyszczek, P.O. Box 75, Oakfield, NY 14125; 716/768-4579.

WOOSTER, OHIO, November 1. CJ Trains Fall Wooster Train & Toy Show at Ohio Agricultural Research & Development Center, Fisher Auditorium, State Route 302 (Madison Avenue), 10am-4pm. Admission $3, kids 12 and under free. Information: Jon Ulbright, 941 Buchholz Drive, Wooster, OH 44691; 330/262-7488 (after 6pm).

ORLANDO, FLORIDA, November 7. Central Florida Chapter NRHS Railroadiana, Model & Toy Train Show & Sale at Loch Haven Neighborhood Center, 610 North Lake Formosa Drive, 10am-2pm. Admission $2, kids under 12 free. Information: David Rhea, 906 Center Street, Ocoee, FL 34761; 407/656-8749.

FORT WORTH, TEXAS, November 7-8. Holiday Train Show sponsored by North Texas Council of Railroad Clubs at Will Rogers Memorial Center, No.1 Amon Carter Square, 10am-5pm. Admission $5, kids under 12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 (6pm-10pm CST).

NORTH HAVEN, CONNECTICUT, November 13-14. New Haven Railroad Historical & Technical Association Train Show at the Holiday Inn, Route 5, Exit 12 off I-91, Fiday 7pm-?, Saturday 9am-3:30pm. Admission $3, family $5. Information: John Kasey, 252 Nichols Avenue, Stratford, CT 06614-4927; 203/378-0373 (6pm-10pm).

LIMA, OHIO, November 14. 14th Annual Fall Model Railroad Show & Flea Market sponsored by Ada Model Railroad Association at the Lima/Allen County Civic & Convention Center in the Public Square, 10am-4pm. Admission $3, kids undewr 12 free with adult. Information: Clarence Shulaw, 1419 Wendell, Lima, OH 45805; 419/228-8825.

PARMA, OHIO, November 15. Railroad Show sponsored by Train Master of Cleveland at Parma Senior High School, 6285 West 54th Street, 10am-3pm. Admission $4. Information: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 440/256-8141 (after 7pm).

DOYLESTOWN, PENNSYLVANIA, November 21. 4th Annual Train Show & Sale sponsored by Chalfont Boro P.B.A. at the Lenape Middle School, Route 202 by Route 611, 9am-3pm. Admission $3, kids under 12 free. Information: Paul Meyers, 15 Mystic View Lane, Doylestown, PA 18901; 215/345-5017.

SALISBURY, MARYLAND, November 21-22. Train & Toy Show sponsored by Soroptimist International of Salisbury at Wicomico Youth & Civic Center, Civic & Glen Avenues, Saturday 10am-5pm, Sunday 11am-4pm. Admission $4, childen under 12 $1. Information: Cathy Brinsfield, 1105 Caleb's Way, Salisbury, MD 21804; 410/749-2767.

STROUDSBURG, PENNSYLVANIA, November 22. Fall Train & Collectible Show sponsored by Pocono Mountains Chapter NRHS at Stroudsburg High School, 1100 West Main Street, (I-80 exit 48), 9am-2pm. Admission $3.50, kids under 12 free. Information: Clayton Colefield, Train Show Chairman, 695 Milford Road, East Stroudsburg, PA 18301; 888/421-6947.

PEORIA, ILLINOIS, November 22. Peoria Train Fair sponsored by Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, kids under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

WESTMINSTER, MARYLAND, November 22. Westminster Train Meet at Reese Fire Station, 9:30am-2pm. Admission $3 adults. Information: John A. Baker, 936 Hughes Shop Road, Westminster, MD 21158-2903; 410/848-1009.

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RAILNEWS

Conrail Takeover Creates Thousands of T&E Positions

AS NORFOLK SOUTHERN AND CSX PREPARE TO DIVIDE and take over Conrail, the two companies are in the process of hiring 3100 train and engine crew members. Starting salaries are in the $40,000 to $60,000 range, which has drawn many just out of high school, those who have become the targets of corporate downsizing and even many with college, graduate and professional degrees who are looking for a change in their lives.

The Community College of Philadelphia has joined up with three schools outside of the Philadelphia area to help CSX train 1500 new employees this year. The fee for the course: $4,000. Apparently, this has not dampened reception to the program, which has graduated 75 conductors since this past spring and is expected to graduate 24 more every five weeks indefinitely. CSX also has similar training programs in Cincinnati, Atlanta and Jacksonville.

NS has its own training program and its own facility based in the suburbs of Atlanta. Their program expects to graduate 1600 new employees this year. This program is free, unlike the CSX one, but is located far away from the Northeast, where the created jobs will be located.

The classes utilize a mixture of electric train sets, videos and pictures to help students, most of which have never been on an engine before, visualize railroad operations. The classes focus on safety and require study. The new conductors will work in rail yards, some on local freights and, when some obtain seniority, long-distance trains. Within five years, the conductors will be expected to become engineers. This process is quite accelerated from years past, when no one touched the throttle on a locomotive until their "whiskers" had grown to an appropriate length . . . very long.

Amtrak Adds New Train

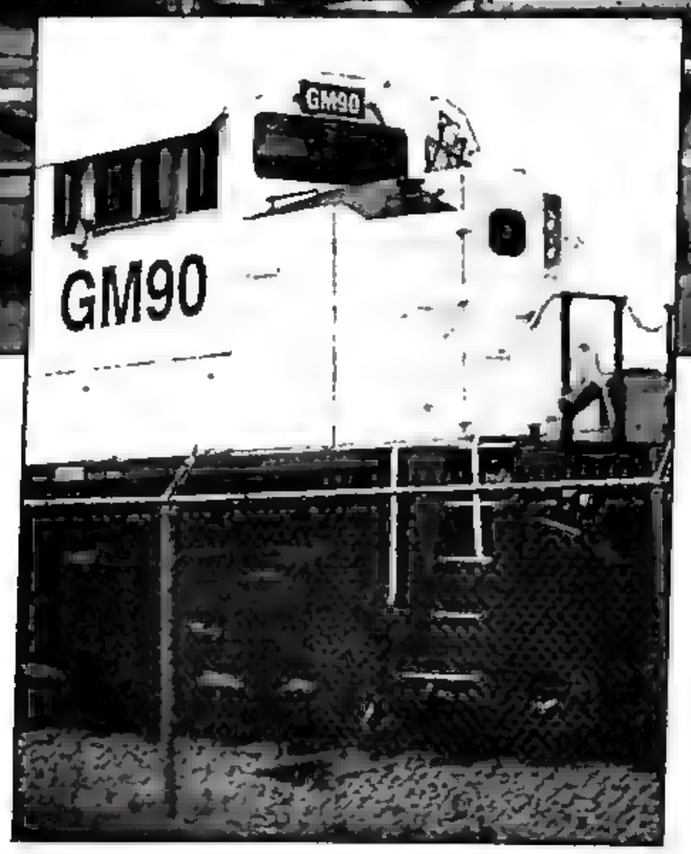
AMTRAK IS PLANNING ON YET ANOTHER NEW TRAIN following the startup of the daytime *Ohio Pennsylvanian* in November 1998. The new train would result from the break up of the existing *Lake Shore Limited* and would run from Boston, Massachusetts, to St. Louis, Missouri, via Cleveland, Dayton, and Cincinnati, Ohio, before heading west through southern Indiana and Illinois on CSX's former Baltimore & Ohio mainline. One caveat is that CSX plans to downgrade this line and shift some of its existing traffic base to the Conrail St. Louis Line in an effort to ease congestion at Cincinnati. CSX projects that the line segment between Salem, Illinois, and East St. Louis, Illinois, will initially see a reduction from twelve trains per day to nine. This tentative routing also misses Indianapolis, Indiana. The current Boston-bound *Lake Shore Limited* cars would be used for the consist, and Amtrak would continue to maintain its current *Lake Shore Limited* service from New York City to Chicago. This new Boston-to-St. Louis train would be fully paid for by mail and express service. Amtrak is in favor of a St. Louis terminus because Chicago is quickly running out of space for the booming mail and express business.

Central of Georgia Line Back in Service

NORFOLK SOUTHERN'S FORMER CENTRAL OF GEORGIA RAILWAY Birmingham-Columbus main is back in service as a through line.

Because of storm damage in the summer of 1994, traffic on the former CofG main between Birmingham, Atlanta and Columbus, Georgia, was rerouted via Atlanta and Macon. Then NS decided to downgrade the Central, and the reroutes were made "permanent."

Two photos: Ian Platt



6,000 Horses on the Way

GM 90, A PHASE II SD90MAC-H, WAS AT LONDON, ONTARIO, ON JUNE 28, 1998. This unit is one of two demos (GM90-91) built in June 1998. The 90 was on its way to EMD's LaGrange, Ill., test facility and then on to CSX. The 91 was testing on KCS in Kansas City in mid-August and was scheduled to go to the AAR test facility in Avondale, Colorado.

To date, UP is the only railroad to have ordered the 6000 h.p. units (8508-8532), with only the 8508 officially delivered, although, as of late August, units built have reached 8511. The units sport a newly redesigned notched nose (**inset**).

The four reasons most often heard for the downgrade were (1) the reroutes worked better than expected; (2) staying with the reroutes concentrated traffic on the lines that have received heavy, recent investment; (3) the Central has two bridges (over the Coosa River at Childersburg and over the Birmingham-Atlanta main at Leeds) that are slow-ordered and need heavy repairs or replacement and (4) the Central has two tunnels south of Leeds that are insufficient for traffic that exceeds "Plate C." Also heard, though less often, was talk that NS wanted to address some rules/wages/crew questions left over from CofG days.

Whatever the reasons, the only trains left were glorified locals 345 and 346, which ran on the Central between Columbus and Childersburg, but west of there used a circuitous routing via Wilton and Bessemer to reach Norris Yard in the Birmingham suburb of Irondale. This added nearly 70 miles to the trip, and included a time-consuming Childersburg turn-around move to get from the CofG to the Southern and vice versa. The CofG was actually physically cut near Milepost 400 at Childersburg, allowing trains to enter or leave the connecting track to the Southern line without throwing a switch at the Central end of the connection.

Move ahead to 1998 and the Birmingham-Atlanta-Macon route, particularly south of Atlanta, is about to blow a gasket due to a surge in traffic. So, after some repairs between Leeds and Childersburg this spring, and reconnecting the main at MP 400, trains began running the entire length of the line in May. Trains that have been added include manifest pairs 191/192 and 198/199, trains 319/320, which are similar to the pre-1994 "clay trains" between Birmingham and kaolin mines east of Macon, and 341/342, which do some work along the way. Tunnel repairs are still to be made, so everything bigger than Plate C must be rerouted. To avoid the turn-around required to run via Bessemer, some of this oversized traffic is temporarily running from Childersburg northeast to Anniston over a line that has not seen through train since the early 1980s, then west to Norris Yard via the Atlanta main. One last change: 345/346 were powered overwhelmingly by four-axle GP38s, with a few other older and smaller units thrown in. Now, with the rebuild, newer, larger power (SD70s and Dash 9s) is more common on the line — *DAVID HARRIS*.

AAR Reports Small Upward Trend in Railroad Freight Traffic

ON AUGUST 13, 1998, THE ASSOCIATION OF AMERICAN RAILROADS reported that freight traffic on U.S. railroads rose slightly during the week ended August 8th from the comparable week last year.

Carload freight totaled 352,741 cars, up 0.9 percent from last year, with loadings up 1.0 percent in the West and 0.7 percent in the East. Intermodal traffic, which is not included in the carload numbers, totaled 171,287 trailers and containers, up 3.1 percent from last year. Total volume was estimated at 26.2 billion ton-miles, up 0.8 percent from the corresponding 1997 week. Strong gains were reported in loadings of crushed stone, sand and gravel, up 17.3 percent from last year, and metallic ores, 13.3 percent. Grain, which has been down for most of the year, was up 3.8 percent from last year during the most recent week. Trailer traffic registered a 4.3 percent gain from last year.

The AAR also reported the following cumulative volume on U.S. railroads for the first 31 weeks of 1998: 10,761,547 carloads, up 1.9 percent from last year; 5,171,240 trailers and containers, up 0.8 percent; and total volume of 814.6 billion ton-miles, up 1.3 percent from 1997's first 31 weeks.

Railroads reporting to AAR account for nearly 93 percent of U.S. carload freight and 98 percent of rail intermodal volume. Railroads provide about 40 percent of the nation's intercity freight transportation, more than any other mode and rail traffic figures are regarded as an important economic indicator.

Canadian railroads reported gains in intermodal freight but a drop in carload volume during the week ended August 8th. Canadian carload volume totaled 41,926 cars, down 16.4 percent from last year. Intermodal volume totaled 23,942 trailers and containers, up 5.5 percent from the comparable 1997 week.

Cumulative originations for the first 31 weeks of 1998 on the Canadian railroads totaled 1,597,256 carloads, down 2.9 percent from last year, and 795,180 trailers and containers, up 4.9 percent from last year.

Combined cumulative volume for 31 weeks of 1998 on 19 reporting U.S. and Canadian railroads totaled 12,358,803, up 1.2 percent from last year and 5,966,420 trailers and containers, up 1.3 percent from last year.

STB Declines to Extend Emergency Service Order

IN A DECISION RELEASED ON FRIDAY JULY 31, 1998, the Surface Transportation Board (STB) said that it would not extend the Emergency Service Order (ESO) in the Houston/Gulf Coast region. The ESO gave the Texas-Mexican Railway access to provide northbound service for Houston area shippers and trackage rights over a more direct route south of Houston.

In its decision, the STB said that, "given the significant improvements in Houston area rail service, there is no longer any basis on which we could issue an emergency service order continuation of the operations provided by BNSF and Tex Mex uner the service order is not necessary to address a service emergency."

Opponents of the decision have stated their disappointment, citing continuing problems in the area

Fillmore Western Railway Backs Away from Proposed Expansion Plans

THE FUTURE OF FILLMORE WESTERN RAILWAY is bleak at best. The railway was planning a $2.1 million, six-mile expansion to restore rail service to the communities of Daykin and Tobias, Nebraska. The program would include reclaiming six miles of right-of-way that was abandoned years ago. Fillmore Western, which currently operates former Burlington Route track in southern Nebraska, shipping steel to a plant in Geneva and grain from the towns of Milligan, Geneva and Burress, was actively pursuing a $1.5 million, no-interest loan from the state to help finance the project. Trouble arose when the railway's only connector, Burlington Northern & Santa Fe proposed a rate change that would cut Fillmore Western's revenue by two-thirds. Fillmore Western officials have stated that the cut would make it impossible for the railway to repay the state. BNSF has said that it discovered the existing rate agreement between it and Fillmore Western was in violation of BNSF policy and possibly illegal. The discrepancy arose out of credits that shippers were given for money they had previously invested in the rehabilitation of the Fillmore Western line. BNSF believes that these credits amount to surcharges, which are in violation of its tariffs, which it says are law. Fillmore Western officials have stated that BNSF knew about the credits all along and have made Fillmore Western a scapegoat for the failed deal. Nevertheless, the expansion program has been called off. This recent blow comes soon after 42 miles of track was abandoned this spring due to lack of business and poor rail — *BILL RAPP*.

Union Pacific Undertakes Track Upgrades, Disputes Repeat of 1997 Delays

UNION PACIFIC IS SPENDING $11 MILLION THIS YEAR on track improvements and upgrade projects on its line between Topeka and Kansas City, Kansas. The improvements include removing and replacing 102,000 railroad ties, spreading 69,635 tons of rock ballast, and surfacing and lining 88.33 miles of track. Work began in June

1998 and is scheduled to be complete by late August 1998.

Union Pacific is also spending $2.4 million this year on track improvements and upgrade projects on its line between Troup and Palenstine, Texas. This project includes 31,486 new ties, 22,610 tons of ballast, and surfacing and lining 56.5 miles of track. By the end of 1998, UP will spend nearly $1 billion on improving and maintaining its 35,000 mile railroad.

As UP pours money into its system, critics warn that with the coming winter grain harvest, a repeat of the 1997 chaos might be repeated this year. UP has been quick to fend off such claims but a tangle is already beginning to form around North Platte (Nebraska) Yard, where grain, coal and general merchandise trains are building up.

BNSF has warned shippers, regulatory agencies and its investors that it cannot ship all of the grain expected to be harvested. Although it ships $3 billion worth of grain annually, there is a lot more that UP must help to handle and if the increased traffic again causes gridlock, a repeat of the 1997 debacle could occur.

Reading T-1 2100 Arrives in Canada

FORMER READING T1 4-8-4 2100 was delivered in St. Thomas, Ontario, on June 25, 1998. The big Northern was acquired by a group headed by Tom Payne, the latter responsible for the creation of Canada's first short line in the latter half of the 20th Century (the Central Western Railway in Alberta). Also delivered, along with the 2100, was former Amtrak combine lettered STYX TPHX 19480. CN GP9u 4105 was responsible for delivering the 2100 in St. Thomas via Niagara Falls and Glencoe.

Ian Platt

The 2100 is probably most famous for powering the famed *Iron Horse Rambles* for the Reading Company in the early 1960s. Following retirement from the Rambles, it went to Streigels's scrap yard in Baltimore, where many parts were removed to make sister 2101 operable to power the *American Freedom Train* in 1975. After rescue from the scrap yard, the 2100 was returned to active service at Hagerstown, Maryland, in 1988 but shortly thereafter went into storage when her boiler flues license expired. A brief test fire-up in May 1998 was successful, and the locomotive should be back in service after the necessary work is performed and the paperwork put in order — *PIERRE OZORAK.*

St.Lawrence & Hudson/Delaware & Hudson Rail Line to Reopen

THE DELAWARE & HUDSON RAILWAY reopened its Canadian Mainline between Plattsburgh, New York, and Saratoga Springs on August 13, 1998. The first train departed Rouse's Point, New York, at approximately noon. Amtrak's *Adirondack* resumed on Wednesday, August 19th, for northbound service and on Thursday, August 20th, for southbound passenger trains.

The D&H line was severely affected by accumulated and continuing rainfall on June 26 when a section of the line near Keeseville, New York, was washed out, causing the subsequent derailment of one locomotive and 16 cars. In the days following the initial washout and derailment, the D&H experienced a total of 48 washouts of equal or lesser gravity than the Keeseville derailment site, over a distance of about twelve miles.

Railway employees and contractors had been working continuously at rebuilding the line so the important north-south corridor could be re-opened as soon as possible. In many instances, reconstruction work was washed away in subsequent downpours and work had to resume from "square one."

The derailment caused the release of about 3000 gallons of diesel fuel, a portion of which got into Lake Champlain. Containment booms were installed on the lake below the derailment site the day of the accident. The D&H worked with the New York Department of Environmental Conservation on the clean-up of the remaining diesel fuel.

When train service resumed on August 13th, trains began operating under slow orders of 10 miles per hour for freight and 15 miles per hour for passenger. These speed restrictions will be in place until the infrastructure and ballast have settled and been inspected further.

While the line was closed for repairs, rail traffic was detoured over trackage controlled by the D&H's owner, the St. Lawrence & Hudson Railway, the eastern subsidiary of Canadian Pacific Railway. Amtrak passengers were bused during the interruption.

CPR Signs Letter-of-Intent to Transfer Okanagan Rail Line

CANADIAN PACIFIC RAILWAY ANNOUNCED on Friday, August 14, 1998, that it signed a letter-of-intent with OmniTRAX of Denver, Colorado, for the transfer of operations of the CPR line in the Okanagan region of British Columbia. After reviewing proposals from a number of bidders, CPR selected OmniTRAX as the operator for the Okanagan Subdivision, a 94-mile stretch of track from Sicamous south to Vernon, Lumby and Kelowna, British Columbia.

OmniTRAX already owns and operates twelve railway subsidiaries in the United States and Canada, as well as railway switching services at Deltaport, an intermodal terminal on the West Coast of British Columbia. CPR, which announced January 30, 1998, that it was seeking to transfer the line, expects to complete a transaction OmniTRAX this fall. Under the proposed agreement, OmniTRAX will establish a local shortline railway to operate the Okanagan line, providing connecting rail service to and from CPR's east-west main line at Sicamous.

CPR owns the 46-mile line from Sicamous to Vernon, and provides trackage rights to Canadian National on a section between Armstrong and Vernon. It currently operates via running running rights on CN's 48 miles of line south of Vernon to Lumby and Kelowna. These arrangements are expected to stay the same when OmniTRAX assumes management of CPR's Okanagan Subdivision. Among the freight currently carried on the line are forest and resource products, chemicals and some grain.

Golden Gate Railroad Museum Restores Narrow Gauge 4-4-0

THE GOLDEN GATE RAILROAD MUSEUM is probably best known for its outstanding work on ex-Southern Pacific 4-6-2 No.2472 and the locomotive's debut at RailFair '91 in Sacramento, California. Since then, the locomotive has made many successful trips, including double-heading with ex-Southern Pacific *Daylight* 4449.

Somewhat out of the ordinary, but still historically related to railroads, the museum has taken on another project. This project is not full scale as before, but a 1904 American-type (4-4-0) locomotive and three cars, all in 22-inch gauge. The locomotive began its long life at a company that built amusement park trains, the Cagney Brothers. The locomotive was used at the Santa Cruz Boardwalk, Pacific City Amusement Park in San Mateo, California, and at the zoo in San Francisco, where it operated until 1976 when it was removed to make way for expansion.

After years of neglect, the Golden Gate Railroad Museum approached the zoo with an offer to restore the train and railroad. Today, the locomotive is in what is described as "better than new condition." Two of the three cars have also been restored, with the third needing a complete rebuild due to its condition. The train was scheduled to debut on August 25, 1998 — *JOEL HARRISON.*

Port Colborne Railway S1

Port Colborne Harbour Railway (PCHR), in Port Colborne, Ontario, doubled the size of its locomotive fleet when it acquired Alco S1 No.308 (**top left**) from Case International of Hamilton, Ontario. The Alco began its career on the Erie as No.308 and became Erie-Lackawanna 308 after the Erie/DL&W merger in 1960. It was then sold to International Harvester in Hamilton in December 1967. This plant then became J.I. Case and then Case International, who sold the 308, never having had its number changed, to the new PCHR. Port Colborne is located on the north shore of Lake Erie, west of Buffalo, New York.

Super 7s on the P&W

The Providence & Worcester Railroad has acquired two General Electric demonstrator Super 7-B23s. GECX 2002 (**left**) was at the P&W enginehouse in Worcester, Massachusetts, on July 9, 1998. The other unit, GECX 2000, was inside the house for service the same day.

The Super 7 rebuild program was begun in 1988 when ex-Western Pacific U23B 2263 was chosen to become the first in a series of worn-out locomotives rebuilt by GE. The 2263 received numerous Dash-8 features at GE's Erie, Pennsylvania, shops, including cab and carbody, along with late Dash-7 components and a remanufactured and upgraded 7FDL12 prime mover. The unit, with a new lease on life, re-debuted in April 1989 as GECX 2000. Following were two more demos, 2001 (nee-WP 2251) and 2002 (nee-WP 2257) which were rebuilt by M-K at Boise, Idaho.

The Super 7s were not embraced by the American railroads, but *Nacionales de Mexico* ordered 100 Super 7-C30s from GE and began its own program to produce Super-7s.

Most well known for utilizing the Super 7-B23 design was the Monongahela Railway, which was a bituminous coal road in south-western Pennsylvania. It rostered eleven Super 7s, 2300-2310 and, when it was taken over by Conrail, they became 2030-2040.

Missabe SD9 Out and About

Former Duluth, Missabe & Iron Range SD9 No.170, one of 74 SD9s built for the DM&IR between 1954 and 1959 (101-174), was recently released from a lease to LTV Steel Mining Company of Hoyt Lakes, Minnesota. The unit was at Union Pacific's yard at Council Bluffs, Iowa, on July 19, 1998 (**left**). The 170 is owned by Diesel Supply of Hudson, Wisconsin, and was on its way to Council Bluffs Railway for a contract overhaul before being shipped up to a Railink operation in Canada.

The Rio Grande Lingers On

A former Denver & Rio Grande Western SW1200 No.133 (nee-D&RGW No. 133), was at Union Pacific's outdoor locomotive service facility at Council Bluffs, Iowa on Saturday, August 1, 1998. The unit (**bottom left**) is also owned by Diesel Supply of Hudson, Wisconsin, and was on its way to Council Bluffs Railway for a contract rebuild. Its disposition after the rebuild is is yet to be determined.

David Harris

Norfolk Southern's CofG Back in Service

An all business, all black & white lashup consisting of Norfolk Southern high-hood GP38-2 5192, Dash 8-32B 3536 and GP38-2 5154 was leading NS Train No.320 eastbound on the ex-Central of Georgia main crossing over NS' former Southern line between Anniston and Wilton at Childersburg, Alabama, on July 7, 1998. The CofG was recently reopened after a hiatus begun in 1994 when storm damage relegated the Birmingham, Alabama, to Columbus, Georgia, line to secondary status. Increased business for NS forced them to upgrade the line. (See full story on **page 24.**)

Iowa Interstate Suffers Tornado Damage

Straight-line tornado and tornado-like winds on June 29, 1998, flipped a five-pack and adjacent well cars carrying 20 empty trailers and containers. The Iowa Interstate freight had been stopped on the former Rock Island bridge over the Iowa River in Iowa City. The derailed cars (**below** and **inset**) were yet to be cleared on July 2nd as they dangled from the bridge piers. Other containers and trailers fell into the river. A 150-ton crane, 100-ton crane and a pair of 70-ton bulldozers were brought in a few days later to remove the derailed cars. Luckily, there were no reported injuries.

Below and inset: Phil Bordeaux

Wheeling & Lake Erie Rebuilding SD40s

Wheeling & Lake Erie SD40 No.3046 (**top right**) was photographed at Brewster, Ohio, on July 12, 1998. The unit was built by EMD in April 1965 as EMD 434G, one of ten SD40 prototypes built on SD35 frames. It went to Union Pacific in February 1966 where it retained its number and was designated SD40X. It has since been owned by a locomotive dealer in Iowa and Wisconsin Central Oxford, a one-time leasing unit of the WC.

The 3046 is the second of 14 planned W&LE SD40 rebuilds. The first unit, 4003, was completed several months ago and, unlike the 3046 which has a Denver & Rio Grande Western-inspired letter style, had a scripted balloon letter style. In addition to the more graphically appealling lettering, the 3046 has an orange pilot and snowplow and orange around the front number boards. This altered paint scheme should be used on the remaining twelve units as they are completed.

Ohio Central Expands Fleet

Things got sweeter at Sugar Creek, Ohio, when Ohio Central GP10 7573 (ex-Conrail GP10 7573, exx-Conrail GP9 7239, exxx-Penn Central 7239, nee-Pennsylvania 7239) made its debut after being outshopped from Morgan Run shops. The first generation General Motors unit was at Sugar Creek (**right**) awaiting its first assignment on June 10, 1998.

Appanoose County Community Railroad GP7

Decked out in a new red and white paint scheme, sporting a chopped-down nose and new m.u. capabilities, as well as new brakes, wheels and various electrical upgrades performed by TransGlobal Rail, Inc., of Des Moines, Iowa, Appanoose County GP7 No.973 (ex-Detroit, Toledo & Ironton 973) is ready to join sister GP7 No.116. The 973 (**right**) was at the TransGlobal shop in Des Moines on July 16, 1998, awaiting delivery.

The headquarters of the line is located in southern Iowa in Centerville. The railroad operates on a former Burlington Route line that exits Centerville on the southeast side of town and runs east to Udell and a connection with the former Rock Island line east to Moulton Junction (Norfolk Southern recently abandoned their former Wabash connecting trackage with APNC at Moulton). Traffic comes to the railroad via junction with Burlington Northern & Santa Fe (former Burlington Route) at Albia, Iowa, 24 miles north of Moulton.

CSX/Operation Lifesaver Caboose

As Operation Lifesaver strives to lower the number of grade crossing accidents to zero, its familiar symbol of a lowered crossing gate can be seen splashed on more and more railroad equipment. CSX hack No.16457 (**bottom right**) was decked out in OL garb as it brought up the markers at Walbridge, Ohio, on July 12, 1998.

Soo Steam Spectacular

by Tom Kelcec

Photography by Tom Kelcec

AS ONE OF NUMEROUS activities across Wisconsin to celebrate the state's sesquicentennial in 1998, the Osceola & St. Croix Valley Railway sponsored a series of special steam trips the weekend of July 31st through August 2nd. These ran on its normal, 15-mile tourist train route between Dresser, Wisconsin, and Marine (on St. Croix), Minnesota, part of a present Wisconsin Central line that was built in 1887 to provide Twin Cities flour milling interests with an alternative to the high tariff rates of the Chicago-based railroads. These tracks were part of the Soo Line's original Twin Cities-Sault Ste. Marie main line via Rhinelander. In 1912, an additional main line was built north from Dresser to Duluth. The last passenger train ran in 1961. In 1987, the Soo sold everything east of Withrow, Minnesota, to Wisconsin Central Limited.

These trips tied in nicely with the town of Osceola's community event entitled "Reliving the Pioneering Experience" which included lumberjack shows (this being Paul Bunyan country), blacksmithing displays, Indian heritage demonstrations and the like. Both steam and civilian events, held in one of the towns along the St. Croix River that is well-used for recreation year-round, made for a lot of activity to choose from, and all not very far from the population centers of the Twin Cities, and Eau Claire, Chippewa Falls and Menomonie, Wisconsin.

The O&SCVR, a non-profit, Wisconsin organization, was created by the Osceola Historical Society and the Minnesota Transportation Museum. Its goal is to recreate the experience of a branch line railroad operation prior to 1960. Headquarters is the 1916-built Osceola depot, which the OHS has owned since 1993. Restoration of the depot was completed in 1996 with the help of ISTEA and local funds. The depot, a replacement for an earlier, tiny wooden structure, is brick with sandstone and concrete trimmings, a departure from standard Soo practice due to local business influences. The O&SCVR is allowed to run over the entire 39 miles of the WC from Withrow, Minnesota, to Amery, Wisconsin. Its trains run via track warrants, fitting in amongst regular WC freight activity which originates mostly at a trap rock quarry at Dresser, where unit trains run daily in the summer. Local freight service for the WC is generally handled by the O&SCVR, using MTM equipment, with cars delivered to/from the WC's junction at Withrow.

In addition to this special weekend of continuous activity, there are two different tourist train rides using vintage coaches and a triple combine that one can ride weekends from the end of May to the end of October each year. Former Northern Pacific steam locomotive No.328

THE STEAM SPECTACULAR *featured Soo Line 2-8-2 1003 and 4-6-2 2719 double-heading on the Osceola & St. Croix Valley Railway westbound near New Richmond, Wisconsin, on July 30, 1998 (**above**). The O&SCV "home" locomotive is Northern Pacific 4-6-0 328, which was glowing in the sunrise at Osceola, Wisconsin, on August 1st (**below**).*

***SOO LINE 2719** was in charge of a chartered train at the "Low Bridge" on its way to Osceola on August 3, 1998. The 2719 was joined by steamfest partners Soo Line 1003 and NP 328 for a night session at Osceola on July 31st **(below)**.*

is used on selective days in July through September (call 800/711-2591 for information). The 328, built by Rogers in Paterson, New Jersey, in 1905, is a 4-6-0 and served as the regular engine on branchlines in Minnesota until being retired in the early 1950s and put on display in Stillwater, down the St. Croix River. It was pulled out of the park in 1981 for restoration by the MTM.

Minnesota's museum

The Minnesota Transportation Museum was founded in 1962 to preserve the experience of the state's public transportation past. It provides all of the FRA-qualified crews for the O&SCVR operations. The MTM operates streetcars, trains and the 1906 lake steamboat *Minnehaha* at five exhibit sites in the Twin Cities area, and plans to restore the former Great Northern Jackson Street (Twin Cities) roundhouse as a restoration shop and exhibit facility. The MTM owns locomotives, passenger cars from the Rock Island, Great Northern and Chicago & North Western, one Lackawanna m.u. and freight cars and runs them on the O&SCVR. One car that really looks "right" behind a steamer here is the ex-NP triple combine No.1102, built in 1914 as a coach, and later converted to a 15-foot RPO compartment, a 37-foot baggage/express compartment, and a 20-foot passenger compartment. On selected dates, the MTM volunteers recreate picking up mail "on the fly" at Osceola as part of their ongoing living history exhibits at all MTM sites. Membership or donation information can be obtained by writing the MTM at P.O. Box 17240 Nokomis Station, Minneapolis, MN 55417.

The primary motivation for the large influx of visitors to the rail event was the appearance of both Soo Line 2-8-2 No.1003 (a guest in 1997, also) and newly-restored Soo Line 4-6-2 No.2719, its first run in 28 years following a restoration by Gary Bensman's Diversified Rail Services. Of course, NP 328 was running as well, and more modern coaches (and two domes for first class) as well as an NP-painted SW1200 built in 1957 for the Lake Superior Terminal & Transfer Railway, were also in service this weekend. The WC, a major sponsor of the statewide sesquicentennial events, chipped in and had its gleaming sesquicentennial unit on display. The rail festivities kicked off on Thursday, and continued for the next two weekends.

Thursday, July 30th

A deadhead move had the 1003 and 2719 doubleheading on the WC from Chippewa Falls to Osceola, pulling a string of recently acquired ex-Algoma Central passenger cars. After a meet with a couple of freights, a water stop at New Richmond, and stops to check newly-rebuilt 2719's bearing temperatures, the train ventured into Minnesota via the 2682-foot long, 180-foot high, 1910-built St. Croix River Bridge, an impressive five arch, single-track, steel structure known as the "High Bridge" (versus the normally traversed, shorter "Low Bridge" between Osceola and Marine). The sight of two perfectly restored Soo steam engines smoking up the farmland on ex-Soo trackage brought back a lot of memories for many along the route.

Friday, July 31st

While the 1003 and 2719 and their crews got some rest at Osceola, NP 328 backed an afternoon VIP train down to the "Low Bridge" crossing of the St. Croix River (called Cedar Bend Draw) a few miles west (south) of Osceola, and then stormed uphill back to town. That evening, a public night photo session was held for 50 people using all three engines where some authentic maintenance-of-way buildings made for some timeless views.

Saturday, August 1st

An ambitious schedule for this day had the 1003, 2719 and 328 scheduled for individual and multiple engine trips, but minor mechanical problems on the 2719 dictated it only run behind the lead engine of a double or triple-header. Today, NP 328 pulled an "early riser" southbound turn from Osceola to the Low Bridge, followed by the 1003 on a round-trip run to Marine. Next, the 328 did a shorter Dresser turn to the north. To allow the steamers time for food and drink, the WC sesquicentennial unit pulled the 2:30 p.m. train to Marine. Later in the day, the 1003 and 2719 pulled the advertised double-header, which ran all the way to Maple Island (a few more miles beyond Marine) with a good runby en-route.

Sunday, August 2nd

The 328 ran its normal tourist schedule of a trip to Marine at 11:00 a.m. and Dresser at 1:00 p.m. For the 2:30 p.m. trip, the 2719 and 1003 were added behind the 328 for a triple-header to Marine, where multiple runbys were held in several engine configurations. Unfortunately, the light failed at the end of the day, but the sights and sounds were pure.

IN A TIMELESS SCENE, *Soo Line steam raced through Wisconsin bewteen Colfax and Wheeler with Mikado 1003 leading Pacific 2719 on July 30, 1998. Under less-than-bright skies, the three steam spectacular stars teamed up for a triple-header on August 2nd* ***(below)****. Northern Pacific 328 led the two Soo steamers in a runby near Marine, Wisconsin.*

Monday, August 3rd

A chartered freight train, led by the 1003, and a passenger train, pulled by the 2719, were the scheduled event with the proceeds used to benefit both engines. Unfortunately, the weather was poor for most of the day, and for a variety of operational and managerial reasons unrelated to the equipment or the engine crews, the event got started late and did not accomplish what was advertised in terms of the number of runbys at different locations. Still, the performance of the engines on the runbys that were held far exceeded what occurs during normal tourist runs.

Saturday, August 8th

The next weekend saw a continuation of the special passenger moves with an off-line run powered by the 1003 that

... from Osceola to New Richmond, Wisconsin, over two WC lines, using the junction at Withrow, Minnesota. Passengers on this train crossed the High Bridge both going and returning, and a short turn out of New Richmond for local passengers gave them a chance to ride across the massive structure as well. At the end of the day, the 1003 and 2719 were coaled at Dresser, then bedded down until scheduled to return double-headed (with the 2719 in the lead) to Chippewa Falls at the end of August, with the 1003 then continuing on to Rhinelander for a Friday, Saturday and Sunday series of local excursions.

And don't forget Duluth

If you are ever in Wisconsin to see the 1003, 2719 or 328, I recommend a three-hour trip up to Duluth. There, in "The Depot," an 1892 Chateauesque-style Union Station, is the Lake Superior Railroad Museum. It has extensive equipment displays inside and outside, including a mint condition DM&IR Yellowstone that has its drivers go 'round and 'round three times per hour as sound effects and narration explain the beast. There are a few other steamers there, including Duluth & Northern Minnesota No.14, a 2-8-2 which was refurbished in 1992 and pulls occasional trips on the North Shore Scenic, a former DM&IR line from the Duluth museum to the museum at Two Harbors. Also viewable are a Russell snow plow, a Milwaukee Box cab, Duluth & Northeastern 2-8-0 No.28, NP 2-6-2 No.2435, several passenger cars, cabooses, very vintage freight cars, a model railroad and a trolley car you can ride. Also present is the *William Crooks,* a 4-4-0 and Minnesota's first steam engine. For diesel fans, there is GN's first SD45, No.400 *Hustle Muscle,* a recently acquired DM&IR SD9, and an immaculate Soo Line FP7. Coupled with various non-railroad exhibits in the same building, such as local history, art, and a children's museum, a visit could easily take two or three hours and please everyone in the family. Within a mile is the *William A. Irvin,* US Steel's retired flagship Great Lakes iron ore hauler. Frequent tours are available and highly recommended. The Depot, the ore boat and the ongoing DM&IR taconite dock operation complete one's education of a key part of this region's economy.

In conclusion . . .

Wisconsin and Minnesota are current hot spots for new steam activity — don't forget the Milwaukee Road 261 is based in Minneapolis. Coupled with the regular operations of the DM&IR and Wisconsin Central, and picturesque rolling farmland, the area makes a good vacation destination. Stay tuned to R&R's TIMETABLE for future events.

Two photos: Ken Fitzgerald

UNION PACIFIC 4-8-8-4 4018 broke through a banner at the Age of Steam Museum in Dallas to give the movie Big Boy its official media kick-off on August 13, 1998. Movie director Phil Pfeiffer and producer Danny Bishop posed in the cab of the locomotive (**below**), proudly displaying paraphernalia from the media event sponsors.

UNION PACIFIC BIG BOY 4018 made its first official appearance for the press since it was announced the locomotive would be used in an upcoming feature film on August 13, 1998. For the media event, the 4018 was rolled back and forth several hundred feet on track in its current home of the Age of Steam Museum in Dallas, Texas. To give the movie project, which has a working title of *Big Boy,* an official "kick-off," 4018 broke a ceremonial banner. The Big Boy's move was propelled by the museum's Southern Pacific H-12-44 No.1200.

While the media and onlookers marvelled at the ease in which the 4018 made its first "official" move, the museum had left nothing to chance. Two days before the event, Gary Bensman of Diversified Rail Services, Bernie Watts of Backshop Enterprises and Scott Lindsey of Steam Operations Corporation checked and lubricated all of the moving parts on the locomotive. The evening before the media descended on the museum, the locomotve was given a "test roll" to make sure it would live up to the media's expectations.

Shortly after noon on the big day, and following a set of speeches, the locomotive's original whistle was blown from its perch on the museum's steam whistle display. The museum's diesel then shoved the Big Boy through the banner to the cheers of numerous onlookers. The locomotive moved silently at speeds equalling a brisk walk, with fresh grease peeling from the rod journals, described by Lindsay as "a very good sign indeed." The event had some big name sponsors including Lionel, The Great Train Store, Dickies Clothing and Dr. Pepper.

The motion picture *Big Boy* is being produced by Danny Bishop of McKinney, Texas, and his High Ball Productions. The film will be about workers who accept a railroad magnate's challenge to run the locomotive from Texas to Canada — *AGE OF STEAM MUSEUM AND KEN FITZGERALD.*

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AUTUMN Along the Rails

photo essay
by
Bruce Kelly

HARVEST TIME. Fall foliage. Pumpkins. All the elements of autumn come together at Sandpoint, Idaho, on October 19, 1997, as a BNSF unit grain train thunders pstgolden trees with two big orange Dash 9-44CW's on the head end (left) and another pair working from the rear in Distributed Power Unit mode (opposite bottom).

An hour later, three more of BNSF's Dash 9 "pumpkins" sail through with a Seattle-bound intermodal train (below). The stacks and trailers are just coming off the connector (built for the Burlington Northern merger) that channels traffic off the former Great Northern and onto the ex-Northern Pacific for the journey down the "Funnel" to Spokane, Washington. Curving off to the right is Montana Rail Link's ex-NP route to Missoula.

102
102

RAIN
ARCADE
ATTICA
12'-4"

MANY SHORT LINES and regionals provide vivid paint schemes that almost compete with the surrounding fall colors. On November 5, 1997, chop-nosed GP9s take the St. Maries River Railroad "Branch Train" south of St. Maries, Idaho, along the St. Maries River **(opposite top)**, hauling a mix of log loads and log empties on what used to be a Milwaukee Road branch line.

On October 12, 1990, Arcade & Attica GE 65-Tonner 112 is returning from the feed mill in North Java, New York, as it crosses Beaver Meadow Creek **(left)** en route back to the A&A's home base of Arcade.

Two days later, and just a few miles to the east, Susquehanna Dash 8-40B 4040 and F45 3638 charge past milepost 384 on the former Erie "Southern Tier" route **(above)**, approaching Dale, New York. At this point, the eastbound Hyundai double-stacker is a Delaware & Hudson symbol being forwarded to the NYS&W via trackage rights on Conrail between Buffalo and Binghamton. The 4040 and 3638 have long since left the NYS&W, as have the dedicated Hyundai stack trains.

AUTUMN

Along the Rails

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CONRAIL

AUTUMN

Along the Rails

AS CONRAIL FACES its final autumn, we'll fondly remember such sights as Buffalo-to-Oak Island train BUOI at Millrift, Pennsylvania, on October 20, 1988 (**opposite**) as it crossed the Delaware River to reach the crew change point at Port Jervis, New York.

Counterpart OIBU rides 200 feet above Moodna Creek on October 17, 1992 (**above**) as it traverses Moodna Viaduct at Salisbury Mills, New York.

With the autumn colors beginning to fade, dry leaves fall from the trees at Pine Hollow, New Jersey, on October 22, 1994, as Allentown-to-Selkirk train ALSE struggles up the Musconetcong Mountain grade (**left**) with Conrail 6820 and two run-through NS units lugging 123 cars.

Tracks to Harry Truman's 1948 campaign

by Bob Withers

HARRY TRUMAN'S WHISTLESTOP train was racing across Kansas behind a glistening Union Pacific 4-8-4 No.835.

It was nearly midnight on Sunday, Septempber 19, 1948.

"My father . . . was seated opposite me, reading a speech that he would make the following day in Denver," daughter Margaret wrote. "My mother sat beside me, reading a murder mystery. It was a typical Truman family evening. . . "

The train was traveling unusually fast. Truman was supposed to speak at noon Monday on a national radio hookup; maybe someone had told the engineer to take no chances on arriving late.

"Then I noticed Dad's eyes rose from the page he was reading, and he stared for a moment at the wall just above my head," Margaret said. "This was very unusual. One of the most remarkable things about my father is his power of concentration. He has always been able to read a book or a memorandum with the radio or phonograph playing, and my mother and me conducting a first-class family argument. I am convinced that the world could be coming to an end, but he would not look up until he got to the bottom of the page he was reading."

Bess Truman walked into the dining room to discuss menus with Samuel Mitchell, the White House steward and former Pullman porter who ran the car.

Her husband let his speech fall into his lap and stared grimly at the wall above Margaret's head.

"Take a look at that thing," he said.

Margaret twisted her neck, remembering that there was a speedometer up there. "At first, I could not believe what I saw," she said. "We were hitting 105 miles an hour! Like most 24-year-olds, I considered myself indestructible, so this discovery only excited me. 'Wow,' I said, and rushed to the window to stare out at the black blur of landscape whizzing by."

Margaret glanced back at her father and saw something close to disgust on his face. She had missed his point.

"Do you know what would happen if that engineer had to make a sudden stop?" he asked.

Only then did Margaret remember that private car *Ferdinand Magellan* weighed 285,000 pounds. Its floor was made of steel-reinforced solid concrete. Its walls carried three inches of armor plate and its windows were bullet-proof. The goal was the safety of the President of the United States, but it posed problems on the right-of-way.

"If he had to stop suddenly," Truman said in a calm, matter-of-fact voice, "we would mash those 16 cars between us and the engine into junk."

They heard the door to the lounge opening.

"Don't say a word to your mother," Truman said. "I don't want her to get upset."

The person coming through turned out to be not Bess but Presidential Press Secretary Charlie Ross, who wanted to know what the President thought of the latest draft of tomorrow's speech. The president said he thought it was fine.

Then, almost casually, he said, "Charlie, send someone to tell that engineer there's no need to get us to Denver at this rate of speed. Eighty miles an hour is good enough for me."

The engineer was told, and complied. The incident, as related by Margaret Truman Daniel in her book *Harry S. Truman*, reveals her father's extensive knowledge of railroads. He once worked as a timekeeper for a Santa Fe contractor, "Missouri Pacific fellows" had helped him a lot in his early political days, and he often was found in the locomotive cabs of his specials.

And his 1948 election campaign against Republican Thomas E. Dewey shows he knew how to use railroads to score the political upset of all time.

Fifty years ago, no one thought the fiesty Democrat — who inherited the presidency when Franklin Roosevelt died — could capture the White House in his own right. But that was before he took his plight to the people, criss-crossing the country by train and letting the voters see for themselves his courage, stamina and down-to-earth personality.

Virtually every chief executive since has invoked Truman's victory as they boarded token trains to seek out votes in this photo op/sound bite era. And the experts always conclude they were wise to do so.

Truman's campaign set a record — he covered 29,432 rail miles and delivered 343 hard-hitting speeches on seven rail jaunts heard by at least six million people in 35 states.

Across the country

Good fortune financed the President's first

Victory

Two photos: National Archives

PRESIDENT HARRY S. TRUMAN *holds aloft a copy of the early edition of the Chicago* Tribune *for November 3, 1948, in which the editors mistakenly told the world "Dewey Defeats Truman." The President is on his special train in St. Louis Union Station the next day on his way back to Washington, D.C., from his home in Independence, Missouri, two days after his upset election victory over New York Governor Thomas E. Dewey. Bernard F. Dickmann, St. Louis postmaster and former mayor, shares the President's jubilation on the rear platform of the* Ferdinand Magellan ***(opposite)***.

tour with taxpayer funds instead of draining the Democrats' depleted reserves when the University of California invited Truman to give a commencement address and pick up an honorary degree.

Berkeley was 2500 miles from Washington; a train trip would offer the president many opportunities to visit with the people and acquaint them with his programs. With Truman's annual $30,000 travel allowance available as long as the trip was official business, planners gleefully arranged a 17-car train on a 15½-day, 18-state, 9504-mile itinerary that called for five major speeches and 68 other talks.

Truman departed Washington via the Pennsylvania Railroad at 11:05 p.m. June 3rd. The 125 people on his train included 60 media representatives, 13 White House staff and eleven members of the President's party. Conspicuously absent were big-shot Democrats — after all, this was a non-political trip.

In Butte, Montana, Truman assailed the "do-nothing 80th Congress" and in the process goaded the Republicans into handing the Democrats a gaffe that gave them a considerable boost and added a new term to the American political dictionary.

Ohio Senator Robert Taft counter-attacked Truman on nationwide radio, berating him for "blackguarding Congress at every whistle station in the West." Catching the cue in Los Angeles, Truman joked that the city was the biggest "whistlestop" he had visited, editing slightly Taft's "whistle station" and permanently planting in the public mind a colorful description of his style of campaigning.

The Democratic committee fanned the fire by telegraphing 35 cities along the route to see how they liked being referred to as whistlestops. Taft was bombarded with criticism:

— "Must have wrong city," responded Mayor Earl McNutt of Eugene, Oregon.

— "Characteristically, Senator Taft is confused," wired back the president of the Laramie, Wyoming, Chamber of Commerce.

— "Very poor taste," echoed the mayor of Gary, Indiana.

— From Seattle: "Seattle is not a whistlestop, but everyone who sees her stops and whistles, including presidents and senators."

— From Nebraska: "Grand Island was never a whistlestop. Third largest city in Nebraska with 25,000 of the finest people in the Midwest; first sugar factory in the United States here; largest livestock auction market in the world."

— "Rather misleading," fumed Crestline in Taft's own Ohio. "Forty-two passenger trains make regular scheduled stops here daily. . ."

— From Los Angeles: "The term hardly applies to the Los Angeles metropolitan area, in which presently live one-thirty-fifth of all the people in the United States, considerably more than half the population of Ohio. . ."

Despite the coup, though, several blunders marred this shakedown cruise; perhaps the worst occurred in Eugene, Oregon, when Truman complimented Soviet Premier Josef Stalin.

"I like Old Joe!" he declared. "He is a decent fellow. But Joe is a prisoner of the Politburo. He can't do what he wants to. He makes agreements, and if he could he would keep them; but the people who run the government are very specific in saying that he can't keep them."

Of course, Stalin ran the Politburo, and his regime was the most brutal in Soviet history. Newsman Robert J. Donovan realized he had a scoop on his hands as they headed for the boondocks of Northern California on the Southern Pacific — if he could just get his story filed ahead of the pack. But when the train stopped at a junction in the Cascades, only the telegraph operator was there.

"It was already around 10:00 p.m. in New York. Everyone was battling everyone else to have his story put on the top of the pile," Donovan said. "The futility was obvious. The only hope was a telephone. Even if I could get to one first, I would not have time to dictate my story. But someone else might do it for me."

When he finished the piece, Donovan attached to it a $20 bill and instructions on how to call the *Herald Tribune* telegraph desk.

"I had an instinct that it would be wisest to give the story to a woman," he said. "And when we pulled into the station and jumped off the train, there she was. She seemed to be in her mid-40s . . . as I rushed up to her, she was taken aback; I explained as quickly as I could talk. She wanted to give me back the $20 bill, but I wouldn't take it."

Donovan reboarded amid a bunch of

This article is excerpted from the author's book, *The President Travels by Train*, which was published by TLC Publishing, Inc., in 1996. Autographed copies are $45.95 including shipping and handling (West Virginia residents add $2.40 sales tax) and may be ordered by writing him at 313 Main Street, Huntington, W.Va. 25702. The author thanks *Trains* magazine for the P.R. Cordic story, published in December 1985, and the Fitzmaurice material, published in March 1949.

reporters shouting at the Western Union man as the train eased forward.

"I knew that woman would not let me down," Donovan said. "In San Francisco the next morning, I received a telegram from the paper, saying the Stalin story had made the big press run."

United Press reporter Merriman Smith exhibited the same eagerness. He leaned out of a Dutch door to catch a glimpse of the crowd as the train pulled into Berkeley. But he leaned too far, lost his balance and fell off the train, landing on a steel guy wire. Alarmed members of the reception committee thought he was dead, but Smith recounted that "to get me out of the way they stuffed me into a telephone booth at the station. It turned out to be the only telephone within miles and we got a 10-minute beat on the story."

A curious incident took place about 15 minutes east of Columbus, Ohio, as the convoy headed home on the PRR. The low lubricating oil alarm sounded in the first of the two Baldwin "Centipede" passenger diesels pulling the train, the 5832, indicating that one or more engines in the units had shut down.

After a stop, officers found that indeed the No.2 motor on the lead unit and both motors on the trailing unit had died. The culprits were shutters on the three affected motors' radiators, which had been manually closed, and a cleaning water drain valve that had been left about a half-turn open. Once the valve was closed, the shutters reset for automatic operation, and once the motors cooled, they were restarted without difficulty.

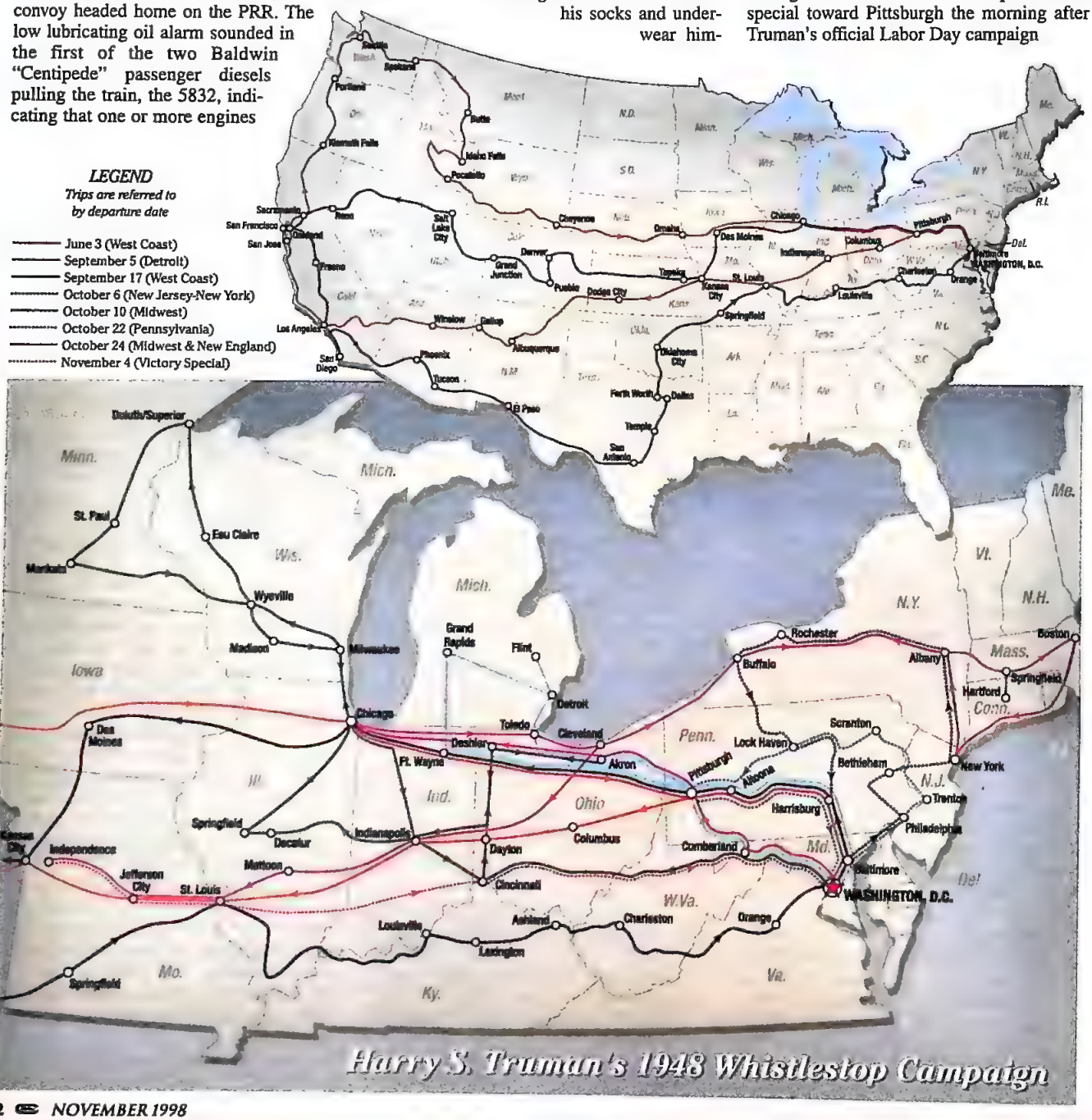
A company report concluded that since the diesels had given no trouble all the way from St. Louis, one of several railroad employees who were on the engines during the 25-minute stop in Columbus must have deliberately sabotaged them. The records don't reveal if the guilty party was identified and prosecuted.

By now, it was apparent that the Trumans were relaxed and very much at home in the *Magellan*. Truman washed his socks and underwear himself and hung them up to dry in the presidential bedroom. "He always said that that was one thing everybody had to do himself," a family friend explained. Bess and Margaret likewise did their laundry in the first lady's bedroom.

The President rides the cab

Crews fondly remembered the Truman family as gracious people who appreciated even the smallest courtesy. Charles R. Van Horn, Baltimore & Ohio's regional passenger sales manager in Washington and Operating Vice President C.W. Van Horn's son, once received a letter from Mrs. Truman advising that she had forgotten to tip the redcap who handled her baggage on a trip. Enclosed was a check, which she asked Van Horn to pass on to the redcap.

Truman always took time to enjoy himself. Riding in the locomotive of the presidential special toward Pittsburgh the morning after Truman's official Labor Day campaign



Harry S. Truman's 1948 Whistlestop Campaign

opened in Detroit's Cadillac Square, P.R. "Pete" Cordic, supervisor of locomotive operation on the B&O's Central Region, was told — not asked — by the Secret Service that the president wanted to ride up front.

Cordic had always been a firebrand of a Democrat, but he had soured on Truman when the president threatened to take over the railroads a couple of years back as a nationwide strike loomed. Now, the two strong wills were about to meet face to face.

The nose of the last of four E units, pointed backward toward the train, was separated from the first car by a hazardous, lurching gap. As Cordic swung open the small door beneath the headlight, there in the swaying lead car stood the diminutive leader of the Free World, hanging onto his hat, bracing himself against the pitching and rolling.

"I'm Harry Truman. What's your name, sir?" he shouted.

"I'm Pete Cordic, Mr. President," the officer boomed.

"Well, Pete, you'd better get me across here in one piece or we'll both be in trouble." They laughed.

Despite concerned looks from two protectors behind him, Truman leaned on Cordic's hefty arm and landed lightly on the diesel's deck. A strong handshake followed as the agents were left to fend for themselves. "Pete, let's see what you've got here." No photographers came forward; it was too early.

Amid the roar of the engines, generators and pumps, the party made its way toward the lead unit, pausing along the way for bellowed questions and answers on the finer points of diesel locomotion.

Conversations were easier in the cab as introductions were made. Then Cordic asked if his guest would like to try his hand at the throttle.

Truman grinned boyishly. "You aren't gonna let me run us all into the ditch, are you, Pete?" Laughter ensued all around as the engineer eased out of his seat, guided the President's foot to the dead man's pedal, settled him into position and replaced his fedora with an engineer's cap.

"Now, Mr. President, you've got a couple of crossings to whistle for."

Herbert S. Harwood, Sr.

***HARRY S. TRUMAN's ASSOCIATION WITH RAILROADS** as President began almost as soon as he took office. His first sad duty as President concluded, Truman boarded the funeral train for Franklin D. Roosevelt at Hyde Park, New York, for the return to Washington on April 15, 1945. Kearney, Nebraska, rolled out the red carpet for the President on June 6, 1948, as he made his way to a speech at Berkeley, California, on a "non-political" trip across the country (**below**).*

"Tell me when, Pete."

Truman leaned on the horn through Coraopolis and West End along the misty Ohio River. Somehow the word spread and photographers on the ground snapped pictures of the honorary engineman.

"He really didn't do much running," Cordic said later. "We kept a pretty good eye on things. But he looked like he was having a . . . good time."

Too soon, it was over. Truman had to go back for breakfast. "Pete, you run a fine railroad," the smiling chief executive declared with another handshake. "If you're ever in Washington, stop by the house."

Cordic's loyalty to the Democrats never suffered any setbacks after that. "He called me Pete, y'know."

Off and running

The first major tour of the campaign departed Washington Friday morning, September 17th. An animated and confident Truman bade goodbye to a smattering of Democratic loyalists on the platform of Union Station's Track 15.

"Go out there and mow 'em down, Harry!" his running mate, Senator Alben Barkley of Kentucky, boomed. The president grinned. "I'm going to fight hard," he vowed. "I'm going to give 'em h—."

The exchange with Barkley had set a scrappy mood for this trip. Crowds everywhere shouted Barkley's challenge to the President, and if they hadn't after about a minute, the president's special counsel, Clark Clifford, or Dr. Wallace Graham, Truman's physician, slipped off the train, melted into the crowd and "primed the pump" themselves. For their efforts, they were labeled "carnival shills" by *New Yorker* magazine writer Richard H. Rovere.

"Of all the things I ever did in government, this may have been the least dignified," Clifford remarked. "But, after all, we were shorthanded on the train, and very far behind in the polls. And, to tell the truth, I rather enjoyed it."

With nothing to write about but the departure after the 17-car PRR special left Washington, reporters gave space to Truman's daring slogan, which caught on across the country despite Margaret's chiding her father for using it.

Newsweek's Walter Fitzmaurice described life aboard the special. "You go to the press car, knock off your stint, and then go back to your compartment where the reading lamp throws an inviting glow over your made-up berth. However, the hour is still early and the lounge cars are still open so you wander back to the one just ahead of the *Magellan*. No news, just politicians there. The young man sitting just inside the rear door . . . declines a highball, pointing with a smile to the Secret Service button in his lapel, and you know that Capt. Ernest Chapman of the Baltimore & Ohio police [on board by White House

Truman Library

Below: Bettman/Truman Library; Opposite top: Dr. Richard L. Lane/Dr. Wendell H. McChord collection

ABOARD HIS WHISTLESTOP SPECIAL, *President Truman met the press in October 1948. One of the more unusual gifts the President received on his 1948 whistlestopper was an angora goat* ***(below)****, appropriately labeled as a jab at Truman's opponent, Thomas E. Dewey. The President said he wanted to use the critter to keep the grass trimmed at the White House, but had to leave it behind as there was no place to house it on his train.*

request even though the train was on the Pennsy], sitting just across the aisle, doesn't drink. So you talk about the *Magellan*, its occupants and long-past presidential trips."

The brakes slowed for Baltimore and the *Magellan* gave the Secret Service car a sharp spank, channeling the conversation to the comforts of the unwieldy and heavy private palace.

"And the family's just as comfortable as the car," the agent said. "I mean to work for. We never get any orders from back there; only requests." At breakfast the next morning, Fitzmaurice ran into PRR Division Passenger Agent Harry A. Karr. He asked if there was a pilot train.

"Nope," Karr answered, lighting a cigar. "A pilot train would be a nuisance here where we can pick up a regular passenger train every hour or so. Right now, 20 minutes ahead, one of our fastest trains (he lowered his voice and named a famous limited) is piloting for us; chances are, the passengers probably don't know it, of course."

"Look there," Karr said, pointing to a man on a slope, barely visible between the passing girders of a bridge. "And there," he continued, the cigar nodding toward another Secret Service agent knee-deep in weeds beside a culvert.

"Every bridge, crossing and culvert has been under guard for hours," he explained. "Every switch has been spiked, every freight train stopped, every opposing passenger train switched one track away. Expensive? Sure it is. But we're running a POTUS operation."

This tour was a marked improvement over the June shakedown; but life aboard was still lacking. There were the usual bruising ordeals brought on by crowds, speeches, parades, motorcades and bands. But there was the added vice grip of deadlines.

J.A. Dodd/Truman Library

Prepared texts were often available only an hour or so before delivery because speechwriters had gotten behind in preparing Truman's major farm policy speech at Dexter, Iowa, and that made everything else late. For principle speeches on the West Coast, texts were distributed too late to be printed in Eastern newspapers' first editions.

"It was high-pressure work," typist Marian Norby said. "We'd have a manual typewriter sitting on the table and we're typing away on a speech just as the train hits a curve. Zoo-o-o-o-t, goes the carriage. The whole line of type is ruined and you have to do it all over again while they're standing there waiting for it."

"Sometimes we were burning the four a.m. oil because the next day's speech was not given to us on time," groaned International News Service correspondent Robert G. Nixon. "When we finally got it, we had to immediately read and digest the contents and write a news story about it to be put on the wire at the next train stop on a release-on-delivery basis the next day. Then we were confronted with the fact that the president gets up at six o'clock in the morning. If we were parked in a rail yard, he took his morning walk. So, it was the newsmen who got haggard. Their day just didn't seem ever to end. . . There were occasions when we would be so exhausted that if we sat down in the club car between whistlestops, we would immediately fall asleep."

Reporters criticized the lack of a loudspeaker in the press car, which compelled them to dash to the rear end even at the briefest stops to catch the President's words. Most of them weren't allowed in the last three cars, so they were cut off from valuable interviews with presidential staff and local politicians. There were no arrangements for baggage and laundry; when the train stopped overnight in a city, it was every man for himself.

There was the pressure of too little sleep, cold meals, warm drinks — and of too many people living too close together for too long. Sometimes the train was so crowded people had to take turns sleeping in the same berth. "Not very sanitary," White House travel officer Dewey Long remarked, "but necessary."

Occasionally there were clashes. One day Clifford approached Long, who didn't know him well, and abruptly announced that he didn't think crowd control was being handled correctly at the stops.

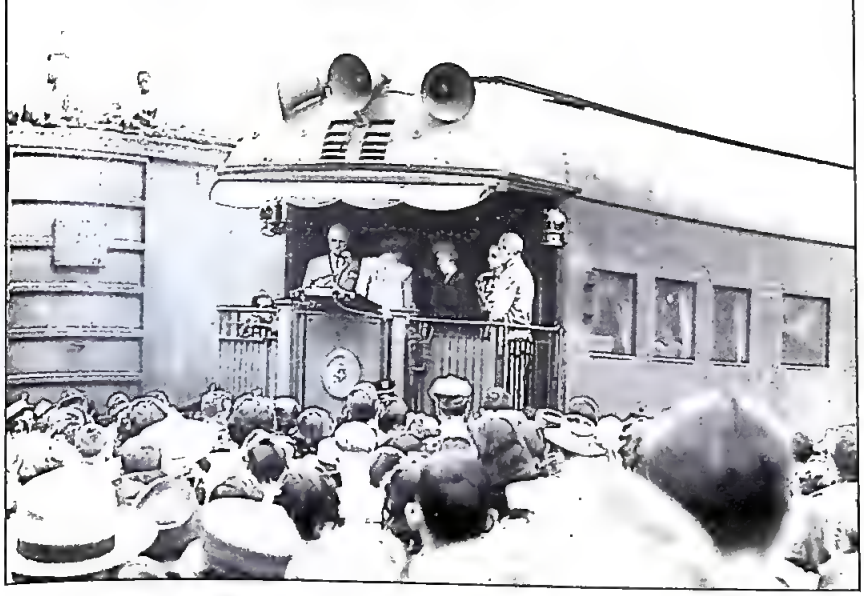
Long was stung. "I've studied crowds," he snapped. "You haven't. Suppose you tend to speech writing and let me take care of the train."

Clifford smiled and tried to defuse the situation. "Okay," he said. "And if you have any criticism of the speeches, let me know."

"Now what can you do when a guy's like that?" Long asked. They became fast friends and everyone worked all the harder.

There was another difficulty — hygiene. "The president can take a bath," Long lamented, "but no one else can." He said the problem was solved one hot night in western Kansas; at a stop to water the steam engine, all the permanent party from staff and Secret Service to the press stripped and stood under the spout. "Must have been quite a sight," Long commented, "all of us running around out there stark naked."

Despite the pressures, there was fun, too. Imagine the delight of two reporters as the train snaked through Colorado's fabled Royal Gorge on the Denver & Rio Grande Western one night.



***HARRY TRUMAN HAS INTRODUCED** his wife and daughter to the crowd at Mount Sterling, Kentucky, on October 1, 1948. His "vaudeville act" is nearly done again. Famous for taking walks, Truman disembarked from his special in Chicago early one morning **(below)** to take his morning stroll — through a railroad yard.*

"From the windows of the Pullman compartments, even with the lights out, the (rock) walls appeared as vague shapes, very close but indistinct," Fitzmaurice wrote. "The vestibule doors on the other side of the car weren't locked but two newspeople who opened one were at once reminded of the risk by a trainman."

The cooperative crewman led the pair through a door into the diner's darkened pantry, closed it, then opened another to the outside and let down an iron bar across the frame. "There," he said. "Lean out on that and you can see everything."

"Below, so close you wanted to peel off your shoes and dangle your feet in it, rushed the Arkansas River, indigo blue except where the water foamed white against big boulders," Fitzmaurice recalled. "The track curved and the Pullmans ahead, their golden windows glowing against the overhanging immensity of the walls, shrank to model-train size. . . The green [marker] light of the *Magellan,* shining steadily at the rear, and a searchlight, darting its beam here and there along the walls, dispelled the illusion."

Chicago *Daily News*/Truman Library

About the same time, the *New Yorker's* Richard Rovere ran into Karr. He had been doing this since the days of Harding, Karr said, and it had left him a "nervous wreck."

They were deep into the gorge as the slight, tense man talked.

"Just look out that window," Karr declared. "Makes you sweat blood even to think of taking a president through here. Let a few boulders roll down that thing and we'd all be shooting the rapids. Believe me, we thought long and hard before we agreed to bring this train down through here."

Contributing to the malaise was the certainty that Truman was losing. At Richmond, Indiana, on October 12th, Clifford emerged from his "little cubby hole" on the train in search of that week's *Newsweek.* The magazine had announced it would publish a poll of the nation's 50 leading political journalists on the President's Election Day chances.

"I slipped off the train early in the morning — about eight o'clock — and went into the station to see if they had a newsstand," Clifford remembered. "And so they did. And the woman was just opening the newsstand.

"And I said, 'Has *Newsweek* come in?'

"She said, 'I haven't unwrapped it. There it is. You can unwrap it.'"

Clifford anxiously clipped the string that held the issues together and flipped through the top copy. Finally he found the "Periscope Preview" on Page 20, with its ominous headline: "Election Forecast: 50 Political Experts Predict a GOP Sweep."

"There it was," Clifford said. "The result of the poll was devastating. Out of the 50 experts, all of them responded, and 50 of them said that Dewey was going to win. Not one thought that Truman could win." That Dewey was favored hardly surprised Clifford, but the shocker was the 50-to-0 vote.

A wave of nausea gripped him.

"It was very upsetting because it was going to have a lot of impact on the electorate. So I bought a copy . . . and got back on the train. . . I had to (board) on the President's car and I thought I might run into him. So I had this *Newsweek* under my coat.

"So I walked in and sure enough, he was up, sitting on the couch. He had been reading the papers.

"I said, 'Good morning, Mr. President.'

"And he said, 'Good morning, Clark.'

"I said, 'Well, we've got another busy day ahead of us.'

" 'Yes,' he said, `We certainly do.'

"And then he said to me, 'Uh, what does it say?'

"I said, 'Now what's that, Mr. President?'

"He said, 'Well, I saw you go into the station and you disappeared for a while and I think what you were doing was probably going in there to get a copy of the *Newsweek* magazine. And the way you're holding your left arm against your side, I think you may have a copy of that magazine under your coat.'

"I said, 'Well, OK.' . . . I hauled out the magazine. . . He took a look at it and I remember his remark. He said, 'I know every one of those 50 fellows,' he says. 'Not one of them has enough sense to pound sand in a rathole.'

"And that was it. . . He just tossed it off . . . and went ahead as though it hadn't happened."

Lunatic engineer

On the same day, the Republicans handed Truman another coup. When Dewey's Louisville & Nashville special suddenly lurched backward toward the crowd in Beaucoup, Illinois, Dewey lost his temper, exclaiming, "That's the first lunatic I've had

Two photos: Wide World/Truman Library

for an engineer. He probably ought to be shot at sunrise, but I guess we can let him off because no one was hurt."

What had happened? Engineer Lee H. Tindle had been on the first of two L&N class K-5 Pacifics pulling the train. The locomotives had to take water at Beaucoup, and Tindle overshot the water tank by a few feet when he was easing the second locomotive into position.

"There was a lot of mist and smoke in the air and I couldn't see the 'spot'," Tindle explained. "I was backing so slowly that anyone could easily have gotten out of the way. I gave the proper signals."

The Democrats inflated Dewey's remark and charged that he was unfeeling and hostile to the working man. *New York Times* writer James Reston cracked in his column: "And then the train pulled out of the station with a little jerk."

Eventually, both Truman and Dewey were toasted at a dinner of the Gridiron Club — a usually off-the-record Washington shindig run by D.C. newsmen at the Statler Hotel. Revelers lustily sang a spoof to the tune of the Georgia Tech drinking song:

(Verse:)

Oh come, you wise Republicans and listen to all my strain,

And never trust yourselves again aboard a Victory Train.

I hope you've learned your lesson, the meaning is mighty clear,

I'm a rambling wreck, but what the heck, I'm a lunatic engineer.

(Chorus:)

I'm a rambling wreck from Georgia Tech, and a heckuva engineer,

A heckuva, heckuva, heckuva, heckuva, heckuva engineer,

Like all good jolly fellows, I like my whiskey clear,

I'm a rambling wreck from Georgia Tech, and a heckuva engineer.

Coincidentally, just a few days later, B&O patrolman Ernest Chapman's trained ear picked up the same ominous slack rumble while Truman was speaking on his back platform. Chapman reached up — without speaking a word or turning his head — and grasped the brake valve. A sigh of air stilled the rumble and the president went on speaking. "Chappie sure earned himself a medal that day," a Secret Service agent chuckled.

Operating problems cropped up occasionally — twice on October 13th.

As Truman had closed his five-minute pitch in Altoona, Wisconsin, the Chicago, St. Paul, Minneapolis & Omaha's general superintendent, H.P. Congdon, sitting in the Pullman *Waldameer,* just ahead of the *Magellan,* picked up his train phone and said, "Go ahead."

The train didn't budge.

Eight minutes passed. Newsmen running back for a look found Truman still on the back platform, his smile now forced.

"What's he waiting for, Mom?" piped a tot in the crowd. "Why don't they start up?"

By now Congdon knew. A sharp-eyed inspector had spotted a broken leaf spring under the rear of the second of two blue-gray Chicago & North Western diners borrowed from the *Overland Limited.* Detaching the car would deprive half the passengers of lunch; letting it stay on the train might cause a derailment. The solution was to repair it in place. The car was jacked up and a thick plank jammed between the frame and the springs — a little untidy but secure, and a precious few 20 minutes lost.

Switcher screen

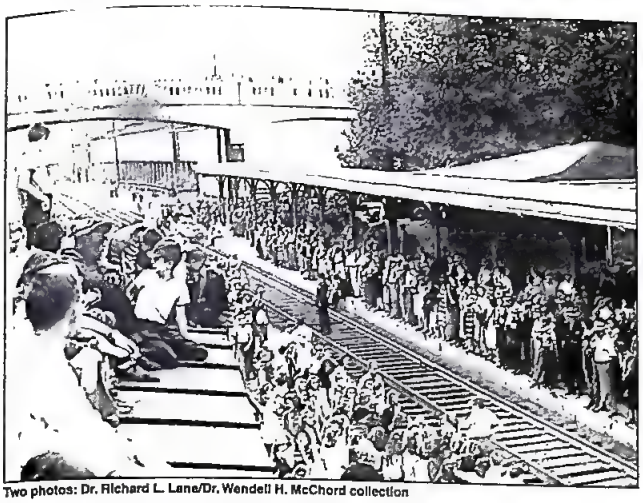
That afternoon, the President spoke at Superior, Wisconsin, motored to Duluth, Minnesota, spoke again, and headed back to the train. "His pennanted car came first in the parade," Fitzmaurice wrote, "with Mrs. Truman and Margaret in a Cadillac six cars behind, and a long line trailing afterward."

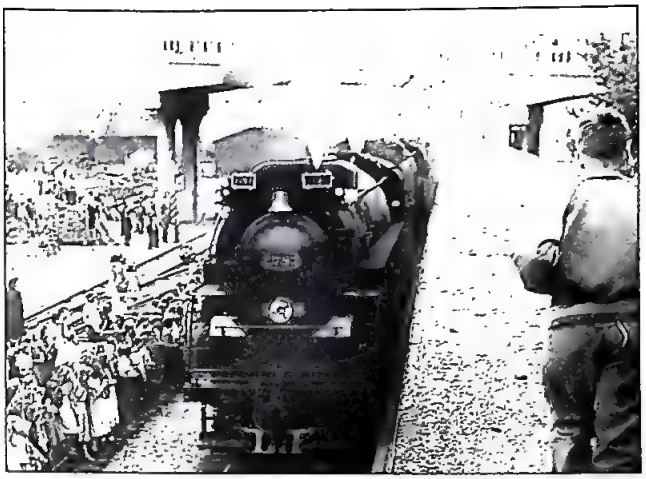
The motorcade picked up speed on a deserted highway in the Superior docks area paralleled by a railroad track. The rusty rails must have fooled the Secret Service; the agents didn't protect the point where the track crossed the road just ahead. Nor did anyone show concern when the Truman auto passed a Soo Line switcher chugging in the opposite direction a minute or so past the crossing. Across a dividing ditch, the President and the engineer exchanged a toot and a wave as Truman headed for the Superior station and the engineer proceeded toward the crossing.

Those in the press automobile, fifth in line behind the president's and just ahead of the Truman ladies' car, turned their heads and watched as the engine and its rattling string of freight cars rumbled across the crossing, cutting the procession in two. The newsmen discovered to their dismay that the parade was no longer following. A leaking tire had compelled the family car to stop just before the crossing, giving the engine a chance to proceed across it and block the passage of Bess and Margaret's Cadillac and the cars behind it.

At a traffic light five miles later, someone

PRESS PHOTOGRAPHERS TOLD THE WORLD *they snapped pictures of Harry Truman "at the controls" of his B&O special as it raced through southwestern Ohio. What they did not reveal, however, was that the President was seated on the fireman's side of the cab and he had his gloved hand on the heater switch* ***(below)****. Truman shook hands with B&O engineer Harry Beltz after riding his locomotive cab for about an hour in the Pittsburgh area on October 27, 1948* ***(above)****.*





Two photos: Dr. Richard L. Lane/Dr. Wendell H. McChord collection

Photo below: J.F. Doolan, NYNH&H/Truman Library

in the crowd shouted, "Hey, Mr. Truman, where's Margaret?" The president looked back, saw the dismembered line, and repeated the query to the Secret Service men. The answer came as the lost cars appeared around a turn and Margaret waved reassuringly. The parade moved on. A later investigation cleared the engineer, who recognized Truman but didn't know he had cut off the ladies. However, the Secret Service detail drew a reprimand anyway for separating the first family.

An eastbound pull over the Appalachian Mountains on Saturday morning, October 16th, was accomplished with a spectacular combination of B&O steam locomotives 4404 and 5501 and E7-E6-E7 A-B-A passenger diesel 68-62B-68A that yanked the special from Grafton up to Terra Alta, WestVirgina, in 71 minutes, only five minutes longer than the light, speedy *Cincinnatian's* schedule.

B&O passenger representative Everett L. "Tommy" Thompson, proud of the impressive show, praised it in a report to his colleague Dan Moorman.

"Just picture 15 cars blasting up Cranberry Grade, around Salt Lick Curve, in broad daylight with a Q-4 Mikado, a T Mountain and a big, powerful three-unit diesel locomotive on the head end! If you can't picture this, rest assured that most of the passengers on the presidential train could, for they were frequently observed watching the upward progress."

When Truman's train departed St. Louis for his home in Independence, Missouri, at 11:30 p.m. October 30th, Clifford stayed behind. Planning to fly back to Washington, he bid the president bon voyage on the platform.

"He was relaxed and smiling," Clifford recalled. "I had mixed emotions as I said goodbye to them, but on one point I was not nostalgic: watching the *Ferdinand Magellan* pull away and knowing that I did not have to be on it, I felt a wave of joyous relief, as though a prison sentence had been lifted."

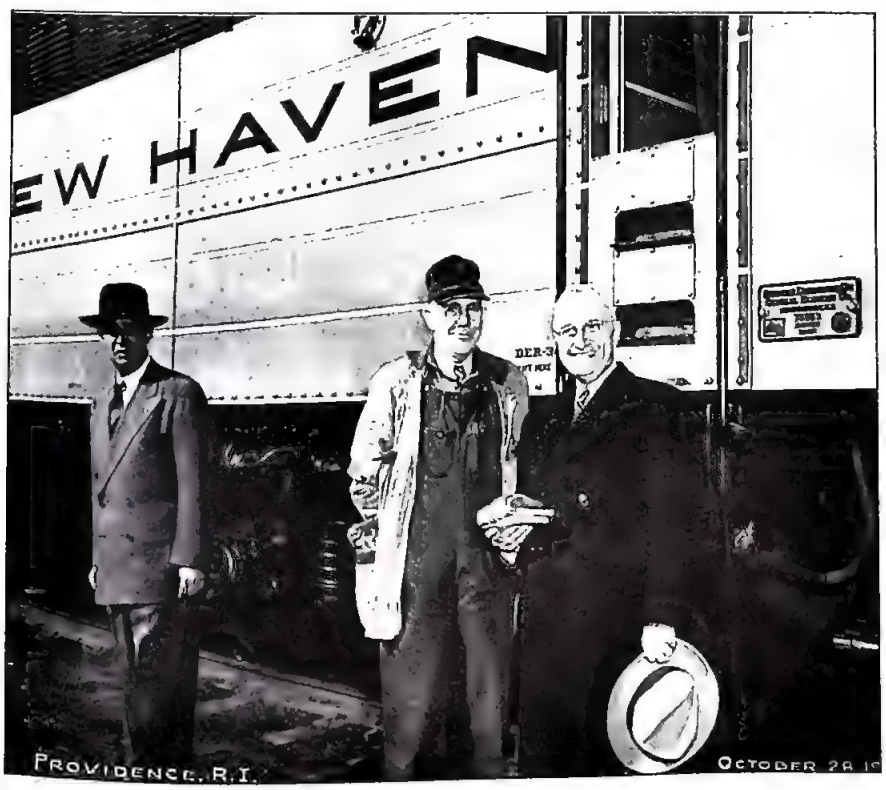
Clifford returned to Washington so exhausted that he actually fell asleep while standing in a reception line. "Months after the . . . campaign was over, I still woke occasionally in the middle of the night with nightmares that I was trapped on that train." He was glad to be rid of those "unstately staterooms."

Truman's efforts paid off handsomely. On November 2nd, he carried 28 states, amassing 303 electoral votes and topping Dewey's popular vote total by more than 2.1 million. Every pollster, commentator, columnist, reporter and expert had been dead wrong. "Harry Truman had turned out to be the only one who knew what he was talking about," biographer David McCullough wrote.

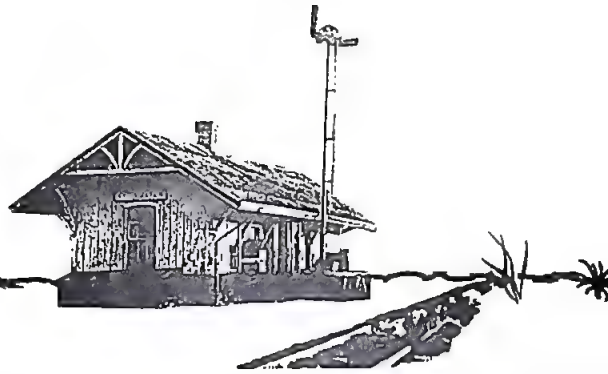
When his *Victory Special,* enroute back to Washington, pulled into St. Louis Union Station on the afternoon of November 4th, the waiting crowds pushed aside police barricades and swarmed over the tracks. From the rear platform of the *Magellan,* Truman delighted his admirers by holding aloft the previous day's early edition of the Chicago *Tribune* that a jubilant Bess had thrust into his hand. Its banner headline read "DEWEY DEFEATS TRUMAN;" the photographs taken of that scene are some of the best known in American history.

"That's one for the books," the president chuckled.

A SECRET SERVICE AGENT *gave the photographer a once-over as he snapped the image of Harry Truman posing with New Haven road foreman of engines Robert L. Acker in Yard 17 at Providence, Rhode Island, on October 28, 1948* ***(below)*** *as the President prepares to board his special for the last lap of his upset whistlestop campaign. Whether or not Truman is about to score another cab ride is lost to history, but sharp eyes will note the clean pair of gloves in his hand. Crowds were waiting on Truman's train at Mount Sterling, Kentucky, on October 1, 1948* ***(above left)****. The train arrived with C&O class K-4 2787 and a sister 2-8-4 on the point* ***(above right)****.*



BOOK DEPOT



Alco's to Allentown (A12501), Biery. Pennsylvania diesel pictorial with Alcos, Baldwins, F's, more. 111pp,soft $29.95
Along the East Broad Top (A12606), Heimburger. Vintage photos and history. 248pp hard $41.95
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Anthracite Country Color (A16869), Bernet. Color photos of early diesels, some steam in eastern Penn. 48pp soft .$19.95
Appalachian Coal Mines & Railroads (A17292), Dixon. B&W pics and drawings of mines, cars, etc. 74pp soft.$15.95
Appalachian Crossing (A17277), Huddleston. C&O, N&W and Virginian in the mountains. 66pp soft $12.95
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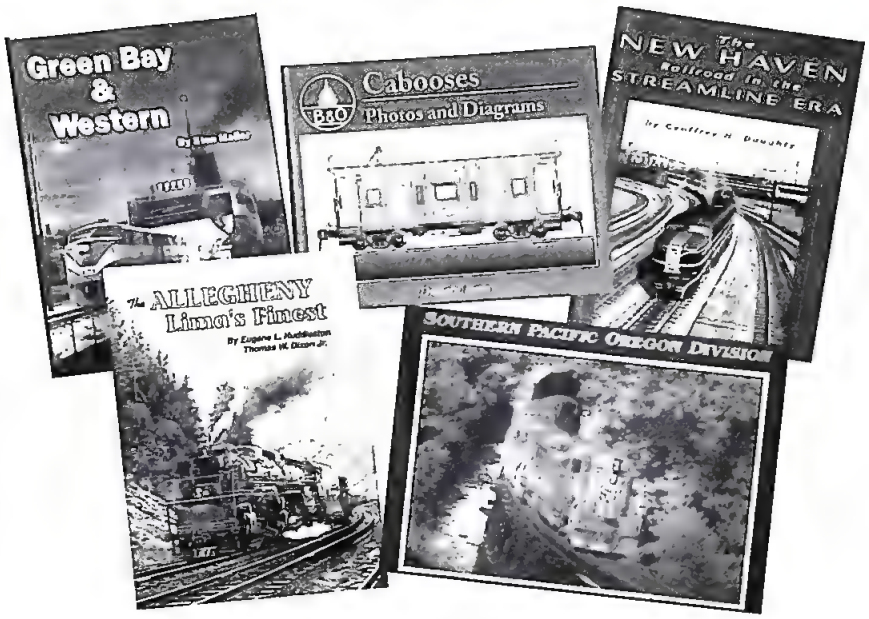

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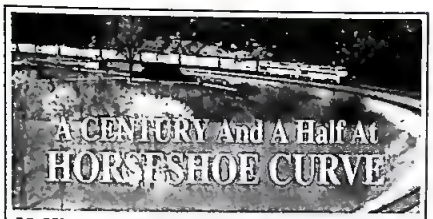

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ON THE MENU

by JAMES D. PORTERFIELD

Aurora Shops

WITH TIME TO KILL on a recent day in Chicago's Union Station after a visit with Amtrak's new Director of Food and Beverage, Jack Davis, one of the trackside eateries I'd described in the October 1997 RAILFAN & RAILROAD came to mind. These eateries, you may recall, were train-watching restaurants accessible by rail. So, I swung by Metra's ticket counter and asked, "Which train will take me to Walter Payton's Roundhouse?" when the agent shrugged, someone behind me in line answered, "The Aurora trains." A shouted "thanks" and a hurried jaunt trackside to board BNSF No.1227, the 12:30 p.m. Chicago-to-Aurora train and I am on my way.

The first treat is the train ride. The run covers 37.5 miles and passes gritty urban industrial scenes; lively suburban villages; still-active stations surrounded by filled parking lots; broad swaths of greenery — trees, shrubs, grass, parks; and businesses with names like Dixon Realtors, Oberweis Dairy, even a Done Rite Plumbing. Despite dire announcements by the conductor that "we're getting ready to roll the dice to determine which car you go to detrain," and his disconcerting habit of injecting "hopefully" into his station calls, as in "the next stop — hopefully — will be Cicero," we arrive at the Aurora Transportation Center on schedule at 1:42 p.m. (express trains cut this run to as short as 54 minutes).

Aurora, Illinois, was selected as the site for a major car building and repair shop by the Chicago, Burlington & Quincy Railroad Company in the 1850s. Construction of a 22-stall roundhouse there began in 1855 and was completed in fall 1856. Eight more stalls were built in 1859, and the last ten stalls, completing a circle, were added in 1865. By the 1920s the Aurora Shops, including the roundhouse, devoted most of their efforts to building passenger cars. The facility closed in 1974 and sat empty for many years. It was nearly lost when a developer began knocking it down. Only the quick-thinking of a concerned passer-by saved the building from destruction. Word has it that she called the police, the fire department, the hospital's ambulance service, anybody she could think of who might rush to the site with an attention-getting flourish to stop the building from being reduced to rubble (the damage done in this escapade can be seen at the lower left in the "before" photograph **above**).

"Pam and I were working with Walter Payton on several of his sports bars when we learned of the roundhouse," says Scott Ascher. "It's the oldest existing limestone roundhouse in America. One look at the spaciousness of it inspired the imagination." A commercial interior designer and contractor by trade, Scott says he and his partners were granted a permit by a 10–0 vote of the Aurora city Council to develop the roundhouse into a multi-function complex in 1995. Nearly two years later, and 140 years after the CB&Q opened the facility, it reopened as Walter Payton's Roundhouse Complex.

Was the scurry to get here worth the effort? You bet! And for a number of reasons.

The food. Come with an appetite. "We stress American regional cuisine," says Pam Ascher, who oversees the menu, "but with a twist. We're real big on spices. There's smoked corn in our Florida Conch Fritters (with Garlic Chili Mayonnaise). We wrap our Jalapeno Shrimp in Prociutto." These appetizers are followed to my table by Southwestern Ceviche with Shrimp, Scallops, Salmon, and Mango; then one of the house specialties — Southern Barbecued Pulled Pork with Coleslaw. Elsewhere on the menu, such descriptors as "Spicy," "Peppered," Smoked" and "Blackened" moisten one's taste buds. "I call it 'beer food,'" says Ms. Ascher. "It is intended to accompany our micro-brews." The generous portion of each menu item was delicious. Reflecting Pam's attention to detail, all food selections are accompanied on the menu by a recommended brew. The Vanilla ice cream from that nearby Oberweis Dairy is a welcomed and appropriate way to end the meal.

The micro-brewery. Called America's Brewpub, its 7000-barrel capacity, according to Scott Ascher, makes it "the largest micro-brewery brew pub in Illinois." In addition to monthly Brewmaster Specials, regular hand-crafted small-batch brews include Honey Wheat Ale, Sweeney Special Stout and Aurora Amber Ale. "Our Payton Pilsner was one of the top ranked brews in the 1998 World Beer Championship," Ascher says.

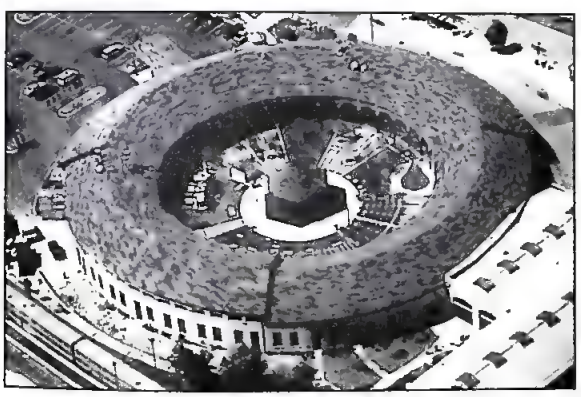
Photos courtesy Walter Payton's Roundhouse

THE ROUNDHOUSE IN AURORA, ILLINOIS, was in a state of disrepair and partial demolition after being vacated in 1974. The structure was built in the mid-19th century by the Chicago, Burlington & Quincy. Today it is Walter Payton's Roundhouse (**opposite**), with a restaurant, micro-brewery and museum housed in the 140-year-old building.

RAILFUN
by CURT KATZ
FORGET IT! I WON'T DO IT!
BUT THEY'RE OUR NEIGHBORS! AND IT'S THEIR 75th ANNIVERSARY!
BNSF
THEIR STUDIO AND THEIR AMUSEMENT PARK ARE ON OUR ROUTE.
WHICH PART OF THIS DON'T YOU UNDERSTAND: "N", OR "O"?
Amtrak
COME ON! IT'S ONLY FOR THE MONTH OF OCTOBER.
WELL... ALL RIGHT. BUT DO WE HAVE TO...
...WEAR THEIR STUPID HATS?
NOW THAT YOU MENTION IT, I DO FEEL KIND OF SILLY.
BUT YOU LOOK GREAT!

Alcohol-free beverages include Roundhouse Root Beer and Vermont Maple Cream Soda, both also micro-brewed on the premises. For wine lovers, entries from a number of boutique wineries dot the list.

The setting. Occupying 72,000 square feet, the Complex was literally raised from the rubble of the abandoned and defaced railroad facility. Many bay walls remain standing. The front panel of the bar is made from wood and steel plates — complete with rivets — found on the site. The bar's foot rail is a piece of rail found there as well. Properly gauged rail emerges from under the stall doors in both the inside- and outside-facing walls. A portion of the pilings that were driven into the soft soil to support the entire structure are exposed. In several bays, cast rods and pulleys remain, as do the simple cranes once found in each bay to hoist a locomotive's superstructure off of its wheel set. The diminutive size of these devices and cramped nature of the stalls calls for an explanation. "They originally used barrels filled with rocks to lift the locomotive," Scott Ascher says. "They'd fill the barrels with water from the nearby Aurora River to produce the weight needed to lift the engine, then drain the water to lower it back onto its wheels." Cast roof supports and beams are exposed everywhere. "We insulated outside, on the roof, to allow these interior details to remain visible," Ascher points out. Five fireplaces built of stones left from the aborted demolition dot the interior.



The turntable pit has been covered and is graced by the outdoor Courtyard Gazebo. The space between it and the roundhouse holds four additional fireplaces and in summer live entertainment, specialized eating areas, and catered events fill this space. In winter, five reindeer move in of their own volition to entertain diners.

Ascher commissioned a book, *140 Years of Aurora Roundhouse History,* written at his insistence by ninth grade students in nearby schools to build their awareness of railroading's role in their community, that contains dozens of oversize pictures of the roundhouse and the trains and locomotives that operated in and around it throughout its existence. It's available from the gift shop in Bay 26.

The Walter Payton Museum. Bay 34 is devoted to the career of one of the National Football League's greatest running backs, Chicago Bear Hall of Famer Walter Payton. Video highlights and memorabilia commemorate a career that resulted in records for most yards gained (16,726), most yards in a game (275), most 1000-yard seasons (10), and more.

The train watching. Then there are the trains. Like a line of children parading before the school photographer, one train after another — four freights, a string of Amtrak Superliners, and five bi-level Metra commuter trains in the two hours I was there — stepped up on either the lower or the nicely elevated upper tracks outside the window to my right. In all, I was entertained by no less than twelve different freight railroad paint schemes, with BNSF variations predominating.

Janet Potter, author of *Great American Railroad Stations,* said recently in a talk that the reason stations are the most commonly preserved railroad structures is their size and location. "What," she asked her audience as she presented a series of corresponding slides, "are you going to do with a water tank? A coaling tower? A roundhouse?" The Aschers, Walter Payton, and their partners, answer this question definitively and with gusto. Walter Payton's Roundhouse Complex is worth going out of your way to visit.

The Roundhouse is located at 205 North Broadway in Aurora, adjacent to the Metra station. It operates from 11:00 a.m. to 11:00 p.m. Sunday through Thursday, and to midnight Friday and Saturday. For more information, call 630/264-2739 or visit the web site *www.americasbrewpub.com.*

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CAMERA BAG

by JIM BOYD

Scans and pans and zooms

THIS MONTH WE'LL COVER two items of "old business" left over from the columns in the September and October issues. First, let's return to the September column on "Digital Images" where we printed pictures that Jack and Sharon Neville took with a digital camera. The column began by saying that it was an experiment, and the results pretty well speak for themselves.

The digital camera images were course compared to the professionally scanned Fujichrome of the *William Mason* shown on the adjoining page. Even reproduced on the same halftone screens, the lab-scanned Fujichrome had much greater clarity and tonal range than my best efforts with Neville's digital images.

Digital manipulation in PhotoShop or a similar computer program is as much a technical skill as that of a traditional darkroom technician. I've had formal training and plenty of experience in darkroom work and consider myself a reasonably good darkroom man (not an excellent one, but a pretty good one). I applied my knowledge of tones and contrast to the scans and came up way short in the knowledge department — there is an entire level of scanner technology that I simply do not know anything about, even though as an editor I used professionally scanned images for years.

The point here is that just having a digital camera and a computer program does not make you a digital image guru. Just look at the *William Mason* shot to see what a good scanner and experienced operator can produce compared to my MAC-inations with Neville's images. There are more variables in the computer work than there are in darkroom work, and even an experienced railfan darkroom person like myself was in way over his head when it came to digital work.

For instance, a couple of weeks later Neil Olesson, my MAC maven, was tuning up my computer and upgrading to OS8. He reset my screen and graphic programs to a universal standard that I didn't even know existed, and I discovered that I'd had my screen set rather bright compared to what it should have been. That may have had a lot to do with the Neville images reproducing so dark in the magazine — they looked much lighter on my monitor. But Neil showed me that my monitor was way off standard! It looked fine to me, but it did not translate from one computer to another. On my dive club website (*www.geocities.com/yosemite/rapids/3435*), I then discovered that my JPEG images that used to look fine on my computer now all looked kinda dark. As I say, there's more to this computer stuff than even experienced end-users like me understand.

And after letting the 21-year-old Neil tweak my MAC, I now have a new motto: "Don't trust anyone over 30 — with your computer!"

A few days ago, Louis Saillard, a well-respected black & white photographer/author, chatted with me on the phone and said he was considering getting into digitally recording his massive black & white historic negative collection. My advice was to wait a while for the technology to get better. In four or five years the quality of both hardware and software should be much better and more affordable for archival work. Today, any scanning on an "amateur" level would likely be a gross waste of time. If you could afford a high-end scanner and the services of an experienced operator, it would be a fine exercise, but on a home-scanner level, I feel it would be a waste of effort for an inferior and ultimately worthless project. Conventional negatives and prints would far exceed the quality and would likely outlive Louis, anyhow!

On the other hand, publishers like Morning Sun Books, McMillan and Four Ways West are using professional operators to "save" historic Kodachromes and rapidly deteriorating Ektachromes by scanning them at reproduction quality. While it requires a book market to justify the expense, these publishers are performing a very valuable service in preserving many of the older color image collections and making their subject matter available to all.

Too much auto-focus!

Now, getting back to the October '98 column on my new "auto-everything" Nikon N8008, permit some observations about auto-focus, pan shots, zooms and the instruction book. After shooting a couple of test rolls on Conrail, I was confident enough with my new toy to use it in June on a "serious" subject like Milwaukee Road 4-8-4 261 retracing the fantrips of my youth on the old CB&Q between Chicago and Galesburg, Illinois.

I had purchased the auto-focus camera because my middle-aged eyes are no longer sharp enough to eyeball critical focus on telephoto work, so the new camera got me using my new 70-210mm tele zoom for a lot of shots I would have done with a simple 50mm normal lens on my old FM2s. My imagery immediately improved. But I discovered a nasty trick about auto focus: It does not like rapidly approaching subjects, and it goes downright wacko on pacing pan shots.

On the old CB&Q "North Line" near Lee, Illinois, using the 35-70mm zoom, I had a 70mm shot bump out of focus just as a pair of Warbonnets blasted into the frame. The auto-focus "wow'ed" in and out as I depressed the shutter button, and I snapped the action with the servo still searching for the focus point — it blew a very pretty shot. I was saved, however, for I'd planned to zoom out to 35mm for a wider frame on the crossbuck, and the wide-angle shot came out fine. Since I'd seldom used a power winder, I was enjoying the chance to click/zoom/click, which I could never have done with a manual-advance camera like the FM2. In this case, the motor drive saved the shot fouled up by the auto-focus.

While chasing Milwaukee 261 on the old CB&Q main line at 50 m.p.h. below Altona, Illinois, I discovered that the auto-focus

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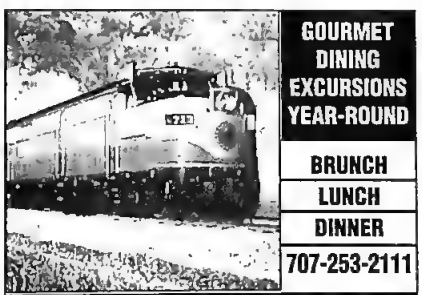

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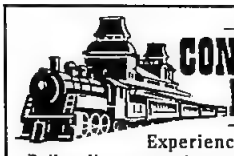
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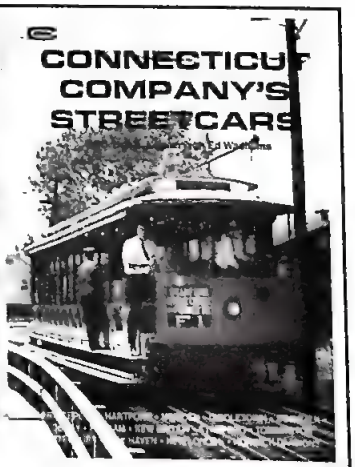

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Strangers in La Grange
Collins Curve
Return to White Pass

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4449 Adopt-A-Branch Special

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CP's Maine Line
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Its a "Krok"

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LA Union Passenger Terminal
Celebrating L.A. In May
Remembering Katy motive power

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The Richmond
Fredericksburg & Potomac
Steam returns to Maine

November 1989
NRHS Convention
Spencer for History
Elect-Motive's FT 50 years

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Railroad men
The diesel that tamed Hoosac
The return of FT103

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Steam in name only

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Central Western Railway
Hudson Highlands
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The "Canyon"
In memory of "8K"
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Cotton Belt's KC Connection
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Front Royal connection
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& Ed Lynch

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30 years of UP steam
Tale of a Century 420

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Huntdale at Night
Crestline, Ohio
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The Thermal Belt
The "other" 2-6-6-4s
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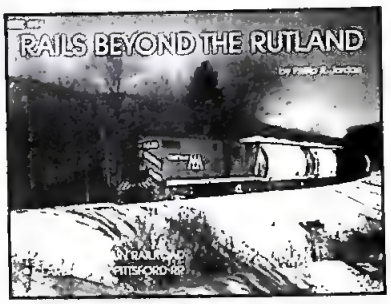

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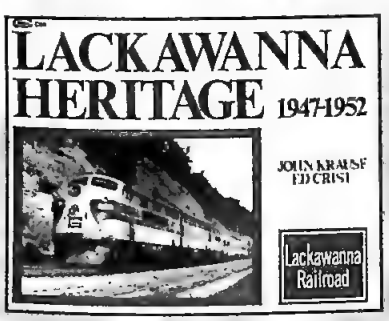

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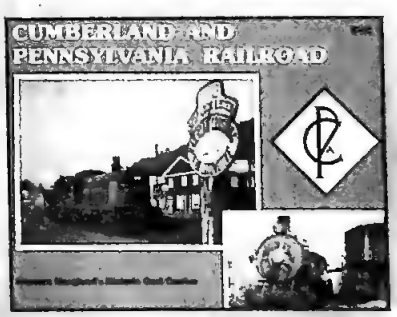

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cannot handle pacing pan shots — even with a 28mm prime lens! In a 20-mile motorcade side-by-side pace in beautiful afternoon light, I was swapping off the 28mm lens with the 35-70mm zoom and discovered that on about a third of the shots, the blurred right-of-way would knock the auto-focus into a crazy in-and out that wouldn't settle down. I could spot focus on the locomotive, which was relatively motionless in relation to the car and camera, but on about one shot out of three, the blurred foreground would knock the auto-focus for a loop. When the auto-focus worked, it really worked, but I have a lot of completely out-of-focus images as well.

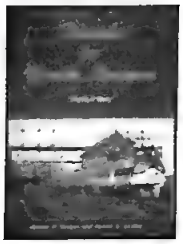
Why did this happen?

It happened because I didn't read the instruction book. Right there on page 23 was the answer to my problem. I had the camera set on "Continuous Servo" auto-focus, when what I wanted was "Single Servo" auto-focus. On Continuous, the auto-focus was constantly sampling and correcting the focus — and the subject movement and blurred foreground would drive it nuts. On Single Servo, I could sample the auto-focus and then hold it fixed by keeping the shutter button slightly depressed.

I will not make that mistake again. I'll discover a new one.

RAILROADIANA

FL9s in color



Diesels to Park Avenue — The FL9 Story, by Joseph R. Snopek and Robert A. LaMay from New England Rails Publishing, P.O. Box 403, Granby, MA 01033-0403; 120 8½"x11" pages, $44.00 hardcover, $36.00 softcover plus $5.00 shipping ($10.00 shipping foreign; Mass. res. add sales tax).

Among the EMD cab fleet, the FL9 was a unique beast. Although it looked like a conventional F-unit at a glance, a more detailed look revealed its greater length, a three-axle rear truck and shoes for third-rail electrical pickup. This book traces the FL9s from the early New Haven days to the present, with over 200 color photos showing the units working for their various owners.

The book opens up with a chapter on why the FL9 was developed by the New Haven and EMD, and has a load of technical data and some black & white views of an engine room interior. The color begins in Chapter Two, as we get a number of images of FL9s working for the New Haven. One spread shows a variety of proposed FL9 paint schemes that were never used in New Haven's green and orange, and there's a photo of an FL9 lettered for the "Eastern & Portland" for a movie.

Ensuing chapters cover FL9 operations for Penn Central, MTA, Conrail, Amtrak, Metro-North and Connecticut DOT. Another chapter looks at the future of FL9s, including their venture onto Long Island, and the locomotives replacing them.

The bulk of the book, however, is a photo gallery of FL9s "here, there and everywhere, day and night, throughout the seasons," with excellent reproduction and most pictures run two to a page. Any enthusiast of EMD cab units, the New Haven, or good ol' color photography will enjoy this book — S.B.

Calendar call

It's that time of year when the calendars come rolling 'round. If you have a calendar you would like reviewed, please send it to P.O. Box 700, Newton, NJ 07860 and we'll do our best to get it mentioned. Be sure you include all pertinent ordering information.

A stack of calendars is already here, so I'll randomly reach into the pile and pull out — the **BNSF Calendar 1999** from Steamscenes. With a set of "pumkins" in full Northern Lines livery on the cover, this colorful calendar also includes scenes from BNSF and its predecessor roads such as BN GP39M's crossing Willow Creek in Oregon, a Great Northern RS2 switching ballast hoppers, Santa Fe "warbonnet" F7s at LAUPT and more.

Also from Steamscenes is the **Canadian Trains Calendar 1999** with photos such as

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ANNOUNCEMENTS

DECEMBER 5, 1998: The Rocky Mountain Railroad Club completes its 60th Anniversry of railfan excursions with an authentic re-creation of the *Silverton Mixed* train on the Durango & Silverton Narrow Gauge Railroad. The 470 class locomotive will have a snowplow attached and the tender will have correct flying Rio Grande lettering. All the assorted freight cars will be in their proper boxcar red color scheme with correct lettering. The passenger cars will retain thier colorful gold paint scheme while the letter boards will carry the correct D&RGW lettering. A long caboose will complete the consist. The round trip excursion will depart Durango and travel to the Cascade Wye. Numerous photo runbys will occur at rare vantage points as we will have the entire line to ourselves. This train has not run in over thirty years, so don't miss this opportunity to relive history. For complete details send a SASE to: Rocky Mountain Railroad Club, Trip Committee, PO Box 2391, Denver, CO 80201. 1198

OCTOBER 18, 1998, 7TH ANNUAL CHICAGO RAILROADIANA SHOW AND SALE. (formerly the Palatine Show) 10 A.M. to 3 P.M., Indian Lakes Resort, 250 W. Schick Road, Bloomingdale, Illinois, admission $4.00, tables $30.00. Information, SASE to: Russell Fierce, 3565 Winston Drive, Hoffman Estates, IL 60195-1865, 847-358-1185. 1198

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STORY OF THE STEWARTSTOWN RAILROAD, History of Pennsylvania line since 1885. 75 pages, many photos. Noew $15.00 ppd. Baltimore NRHS, Box 100, Timonium, MD 21094-0100. 299

KATY STEAM FINALE, by Lloyd Stagner. Text and photo review of the last years of MKT steam, 1945-1954. Includes year-by-yer coverage and rosters. Softcover, 44 pages. $17.95 (includes shipping) from South Platte, Box 163, David City, NE 68632. 1298

CHICAGO & NORTH WESTERN COWBOY LINE. A new text and photo history of the C&NW line across Nebraska that became America's longest rail-to-trail project. Softcover, 64 pages, $21.95 (includes shipping) from South Platte Press, Box 163, David City, NE 68632. 1298

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C-Liners and F9s together in Montreal, a CNR 2-8-2 near Hamilton, Canadian Pacific AC4400CW's near Field, British Columbia, and more. The **Southern Pacific Calendar 1999** has the Coast Daylight passing Taylor yard, "Black Widow" F7s at Redwood Junction, a Cab Forward in the snow on Donner Pass and more. The **Union Pacific Calendar 1999** features a 2-8-0 under a plume of smoke in Colorado, F9s at Devil's Slide, Utah, a stack train on Sherman Hill and more. The **Seasons of Steam Calendar 1999** features contemporary British steam.

The final two calendars from Steamscenes feature the photography of Nils Huxtable. First is the **A World of Steam Calendar 1999** with images like a 2-6-0 working in Cuba, a pair of 2-8-0s in Pakistan, a pair of steam-powered trains meeting at a switchback in Ecuador and more. Finally, the **Passing Trains Calendar 1999** includes the *Rio Grande Zephyr* approaching Soldier Summit in Utah, CSX F-units on the Road-Railer at Orlando, Kentucky, a pair of Rio Grande 2-8-2s on the Cumbres & Toltec Scenic (I had to check the date on the photo — it couldn't have been taken in 1997!) and more.

All Steamscenes calendars fold out to 11½"x18" and include twelve color photos (the cover photo is repeated inside without text on it). They can be ordered for $9.95 each (plus $2.00 shipping) from Steamscenes U.S.A., P.O. Box 8014-8, Blaine, WA 98231-8014. In Canada they cost $12.95 each (plus $2.00 shipping) from Steamscenes Canada, 2254 Lawson Avenue, West Vancouver, B.C. V7V 2E4. If you order two or more take a 20% discount on the price and add only $1.00 shipping for each additional calendar.

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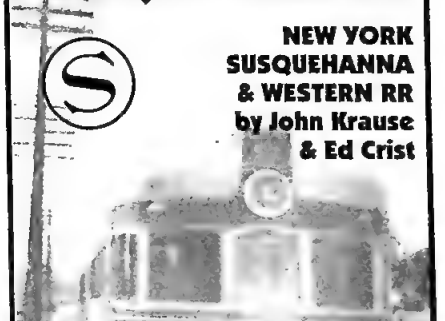

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TRANSIT CURRENTS

More cars to

THE SUCCESS OF the Dallas Area Rapid Transit (DART) rail undertaking is pointing to a substantial increase in its car fleet. More cars are needed to handle the patronage the system has generated and still more cars will be needed for extension of the rail system. DART ordered 34 additional light rail vehicles in 1997 and 21 more in late April 1998, more than doubling the size of its light rail fleet, with a total of 95 cars on hand when the cars in the final order are delivered. Kinki Sharyo USA, which built the present fleet of DART LRV's, will build 21 more at a cost of $60.21 million.

The first order of new cars is expected in June 1999. The 21 vehicles ordered more recently and some of the cars ordered last year will be used in the forthcoming northeast corridor extension to Garland. The north central extension will reach Richardson and Plano, Texas.

A long time in finally getting built, DART has done very well and is now averaging 36,300 riders per day on its initial light rail system. Mike Murray was kind enough to provide the information.

Changes in Chicago

Visit the Addison station on the Chicago Transit Authority's Red Line elevated to Howard Street, and you will find murals of the late, beloved Cubs broadcaster Harry Caray, along with Cubs players, all the work of a local artist. The work is part of a program to enliven CTA stations.

Chicago Mayor Richard M. Daley called for the redesign of the Cermak station on the Red Line to emphasize the fact that it is the Chinatown station. This is part of a CTA plan to encourage business and commercial groups to work with the CTA to make stations more interesting and to give them character as community centers.

The area south of the Loop is experiencing pressure to eliminate the Illinois Central's St. Charles Air Line. This elevated line leaves the IC main along Lake Michigan and parallels 16th Street on its way to the west side and eventually on to the area of St. Charles, Illinois, and further west. Local business interests and residents in the area, which is becoming much more popular and upscale in the reinvigoration of Chicago, want the elevated embankment to be taken down to open up the area. This is matter of obvious concern to the Illinois Central and it remains to be seen if this project will be carried out. Many thanks to Steve Scalzo for the information.

Miami Metrorail extension planned

Big plans are cooking in the Miami area. The Miami/Dade Transportation Board endorsed a resolution allowing project managers to focus on expansion of the rapid transit line north from Liberty City to the Broward County line. The hope is that the project can begin by the turn of the century.

According to information supplied by Mitchell Green, the rapid transit extension would diverge from the current line at the Martin Luther King, Jr., Plaza station. It would then operate northerly along Northwest 27th Avenue until it reaches the Broward County line. It is still unknown whether or not the line would be extended further into Broward County.

The project is expected to cost approximately $500 million and federal funding would be an important element. Another $21 million is also needed for right-of-way acquisition and design work.

New Orleans expansion

New Orleans is serious about extending streetcar service on Canal Street. Gannett-Fleming has a construction management contract for a project that will extend the tracks along Canal Street to the cemeteries. A loop is proposed across from the cemeteries on City Park Avenue. To provide equipment for the extended service, the Regional Transportation Authority's Carrollton shops will construct 24 cars. They will be virtual duplicates of the Perly A. Thomas 1923-'24 vintage cars, but will differ in that they will be accessible to the handicapped and will also be air-conditioned.

Canal Street isn't the only news from the Big Easy; a streetcar named Desire may return to the French Quarter, which extends from the Mississippi River to North Rampart and St. Claude Avenues and from Canal Street outwards. The Desire line is proposed to run downriver from Canal Street through the Quarter Faubourg Marigny and Bywater. It will cross Desire Street near the line's end on Poland Avenue. Thanks to Tennessee Williams, the Desire line is probably the most famous streetcar line in the world. Thanks to Otto Goessl for the information.

Too many rail cars in Los Angeles?

Among the many problems facing the Los Angeles Metropolitan Transportation Authority is too many rail cars. The reason — construction on the Pasadena light rail project was halted. Construction of the East Side and Mid-City Red Lines was stopped for an indefinite period when MTA interim CEO Julian Burke took the position in April, 1998, that the entire rail plan is seriously flawed and has to be rethought and rejustified. Only the North Hollywood subway extension will be completed because there is sufficient money for that job. Despite the shutdowns

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

DART in Dallas

in construction, the new cars keep on arriving. The MTA spent $160 million to purchase 52 custom-made light rail cars. If it cuts back on the original order there is a $10 million penalty fee. The MTA has also spent $145 million to purchase 74 additional subway cars for the expected expansion of service. With the construction cutbacks, the cars may never be used in the Los Angeles area. The surplus subway cars are very similar in size to those used in Miami and Baltimore. Neither of those cities, however, has a present need for additional cars. The light rail cars that were to be used for service to Pasadena might be put into service on the present Blue Line or Green Line. It appears likely that some modification would be necessary before the new cars could be placed in service. Perhaps the tide can be turned, but like the Sorcerer's Apprentice, the MTA experiences the arrival of two new light rail cars delivered every month.

On top of everything else, in a script seemingly penned by the Marx Brothers or Olsen & Johnson, Los Angeles County Supervisor Zev Yaroslavski is starting a ballot initiative to prevent future subway construction. Nothing is easy in Los Angeles. Does anybody want to buy a subway car? Thanks to John Allen Lee, Joseph A. Strapac, and Frank R. Bauer for the news.

Flashes

Want to become a streetcar motorman? The **DENVER RAIL HERITAGE SOCIETY** is looking for operators. If you are interested in helping to operate the trolley service the society provides, please call Mike Heirty at 303/458-6255 (2785 North Speer Boulevard, Suite 231, Denver, CO 80211, *www.diac.com/~onetrolley*). It would help if you live somewhere in the Denver area.

The Italian Renaissance-style station at **GILROY**, California, built by the Southern Pacific in 1917, is being renovated. The building will not only be the station for the Caltran Peninsula Commuter Service to San Francisco, but will also be the focal point of the transportation center plan. Local and regional bus lines will also use the station, and the Santa Clara Valley Transportation Authority is working to restructure bus service routes in Gilroy and Morgan Hill. Thanks to Caltrain *Connection* and Janet McGovern, 120 San Carlos Avenue, P.O. Box 3006, San Carlos, CA 94070-1306.

In **PITTSBURGH** there is debate about the proposed Port Authority Transit busway that is supposed to connect the downtown area to the Allegheny County airport. The original plan was cut back because of cost. Now key local officials are pushing for a return to the original plan, which would include a new bridge across the Monongahela River into downtown Pittsburgh. With proper care in building the busway, it would be possible to convert it to light rail some time in the future. The cut-back plan will probably not offer that possibility in a realistic fashion. As always, how to pay for the project is the key factor. Thanks to Jim Cerny for the news.

The **CHICAGO TRANSIT AUTHORITY** cut back its service drastically and not until mid-April 1998 was there any evidence that the powers-that-be would consider restoring some bus routes and rail service. The restoration is conditional on an outpouring of new ridership in the communities affected by the cutbacks. The Douglas Park branch is to cease weekend service as well as night service. The Purple Line Evanston Express and Green Line, as well as the Blue Line Douglas branch, are all shutting down their all-night owl service. Thanks to Steve Scalzo for the information.

In **BALTIMORE**, the opening of the light rail line connecting BWI Airport and Penn Station and the extension north to Hunt Valley has increased daily boardings on the Central Light Rail Line to 24,300. That's about a 4,000 per day ridership increase. Many thanks to Henry Goode for the news.

Chaos reared its ugly head in **MIAMI**, according to Mitchell Green, when the inner loop of the downtown metromover was closed. The reason was to allow renowned marine-life artist Wyland to paint a giant marine picture on the wall of Burdine's department store.

On March 25, 1998, in a ceremony attended by Governor Christine Todd Whitman, the first rails for the **HUDSON-BERGEN** light rail transit line were installed near Liberty State Park in Jersey City. Thanks to retired CNJ locomotive engineer Conrad W. Kreisler for the news. Mr. Kreisler also says that the Metropolitan Transportation Authority in New York is seeking management, engineering, and environmental consultants to get started on the $3.5 billion project to take the Long Island Rail Road into Grand Central Terminal by way of the 63rd Street tunnel under the East River.

When the light rail in **PORTLAND**, Oregon (MAX), is extended an additional 18 miles on the west side, the trains will run about every ten minutes or perhaps more frequently. Westside bus service will also be expanded in fall 1998 to blend into the light rail expansion and improve overall transit service. Thanks to Henry Korman for the information.

Mike Murray sends news from **FORT WORTH** that a new trolley line is proposed from the Will Rogers complex through downtown Fort Worth to the Stockyards. The eight-mile line would cost about $30 million to construct and have an annual operating cost of about $3 million. A mixture of eleven rebuilt and new trolleys would cost about $2.5 million. The downtown portion of the system could be completed in 2002.

A few classic PCC's are still operating in **PITTSBURGH.** Cars 4004, 4007, 4008 and 4009 provide service on the 47D-Drake line. PCC 4001 remains on the property as a maintenance vehicle. Operation of the cars may have ceased by the time you read this.

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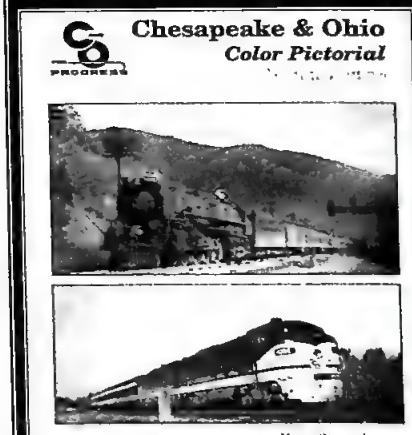

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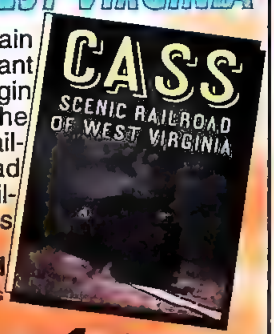

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724/228-9256) is in the process of rehabilitating its carbarn. The building will be lengthened and widened to enable it to hold more cars and afford more work space. It is also hoped that the carbarn will be a much better display building when the work is finished. This improvement is part of the celebration of 35 years of museum operations.

The California Transportation Commission approved the Los Angeles Metropolitan Transportation Authority's proposal for subway construction to continue to **NORTH HOLLYWOOD.** The state will allocate an additional $134 million for the subway extension. Many thanks to Frank R. Bauer for the news.

The **MARKET STREET RAILWAY** (P.O. Box 425063, San Francisco, CA 94142-5063), the owner and operator of a fleet of historic cars on the San Francisco Municipal Railway, has some new logos that are being made available. For more information contact the above address. I have seen one of the patches that is now being provided and it is very nice.

SEPTA will continue to expand its commuter rail service on the R2-Marcus Hook trains into Delaware. Repairs on I-95 in Chester, Pennsylvania, are underway and the extra service is to help carry additional crowds. Maybe those folks will learn their lesson and stop driving. Thanks to Kevin Dorsey for the news.

The Miami Valley Regional Transit Authority in **DAYTON,** Ohio, placed its new electric trolleybus fleet into revenue service on Friday, May 8, 1998. There will be 54 new trolleybuses, numbered 9801 to 9854, delivered on the basis of two vehicles per week. Thanks to the Dayton Railway Historical Society, Inc. (P.O. Box 3117, Dayton, OH 45401-3117) for the information.

VIDEOS

Memories of the Pennsylvania Railroad Volumes I and II, by Mark I Video, P.O. Box 404, New Milford, NJ 07646; 30 minutes each, color, $24.95 each plus shipping ($5 for one tape, $6 for two); N.J. res. add 6% tax.

Expanding on its series of vintage Pennsylvania Railroad videotapes developed over the past few years, Mark I has just added two more half-hour collections of classic action images captured by a variety of photographers on 8mm silent movie film with locomotive and environmental sounds expertly added during production. The action is fast paced, and the original camera work ranges from adequate to excellent, with the vast majority of scenes well framed and properly exposed. The vintage subject

matter comes through in spectacular fashion.

Volume I begins with the Pennsy's stepchild Long Island Rail Road in the transition era of the early 1950s where G5 4-6-0s shared the scene with gray "Ping Pong" coaches and m.u. cars and Alco switchers and Fairbanks Morse C-liner road diesels. The first segment of the tape is a fantrip behind G5 No.50 from Jamaica over to Sunnyside Yard, Long Island City and the Bay Ridge Branch, followed by another G5 trip with No.33 to Oyster Bay and Greenport.

Then the scene moves to South Amboy, New Jersey, where K4s would replace GG1 electrics for the run southeast beyond the wires to Bay Head. The action ranges from engine terminal scenes to the locomotive swaps and main line runbys. In one memorable scene, a K4 doubleheader eases out south of the station with a Raritan River diesel switcher in the foreground and a Jersey Central FM H15-44 accelerating outbound behind them. Then comes a flurry of high speed runbys on the Bay Head line.

Then it's down to Philadelphia in 1939, as a black & white interlude depicts a Hi-Line Special behind a 2-8-0 rambling through the city's industrial trackage, with nearly vacant streets sporting "antique" automobiles and trucks. *Volume I* wraps up in Philadelphia in color with a mid-1950s Army-Navy football game where a parade of special passenger trains moves in alongside Municipal Stadium. Along with shiny pinstriped GG1s in both red and green, you'll see B&O E8s and FPA2s, as well as an amazing variety of heavyweight Pullman and parlor cars.

Then *Volume II* heads west to Altoona in the early 1950s for a fine mix of steam and diesels at work on "The Hill," including Horseshoe Curve and the Gallitzin tunnels. You'll see all the classic images of double-headed K4s storming the Curve and helpers, haulers and pushers mixing up I1 2-10-0s, M1 4-8-2s and J1 2-10-4s, along with an occasional L1 2-8-2, a few T1 duplexes and even a Q2 duplex 4-4-6-4! The recreated soundtrack does an excellent job of mixing and matching the sounds of a perplexing variety of locomotives.

Diesels also get their due in *Volume II*, like a westbound freight powered by two Alco FA1s and an FM C-liner cutting off a pair of Baldwin Centipede helpers at the west portal of the twin Gallitzin tunnels. There's also AR Tower and matched sets of F-units and helpers scrambling back downhill, as well as passenger trains behind Tuscan red E-units.

Then the action moves east on the Middle Division for scenes that include an improbable side-by-side pace near Huntingdon of an Alco S2 switcher on the rear end of a road freight! An also unexpected visitor on both Horseshoe and the Middle Division is the General Motors *Aerotrain*, which was running a regular daytime schedule on the PRR at the time. A few more steam and diesel sequences keep the action gong near Enola yard in Harrisburg before the tape concludes with a 1956 Truc-Train Special behind shiny A-B-A F7s and trailing a business car.

The combination of vintage subject matter and the expertly recreated soundtrack makes these very entertaining programs. Today most of the classic scenes on Horseshoe and the Middle Division are overgrown with trees, but these tapes bring back the images that made the "glory days" of the Pennsy truly memorable — *JIM BOYD.*

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LINESIDE LEGACY

by JEFF TERRY

Mexican steam in Montana

THE ALDER GULCH SHORT LINE Railroad, a little-known tourist line in Nevada City, Montana, has acquired a Mexican narrow-gauge 2-8-0 and will begin steam operations in the near future. Located near Yellowstone National Park, the AGSL closed down in 1996 but has reopened this year and is being rebuilt. It is hoped that bringing back steam will breath new life to the railroad, which has struggled to survive in recent years.

Although unknown to many railfans, the Alder Gulch Short Line has been around for almost 40 years. It was constructed during the late 1950s by Charles Bovey, who laid down approximately one and a half miles of 30-inch gauge track between the gold mining towns of Nevada City and Virginia City — two towns that had never seen a railroad until that time. Steam passenger service was introduced in 1960 using a pair of coal-burning Davenport 0-4-0T's (Nos.121 and 123) acquired from the Anaconda Copper Company of Black Eagle, Montana. Both locomotives were quite large and were built to the odd 30-inch narrow-gauge for use in Montana's copper-mining regions. To keep the engines facing the "proper direction" a loop track was constructed as Nevada City and a wye was put in at Virginia City. Passengers were accommodated in modified ore jennies equipped with seats and roofs — early brochures urged tourists to "ride the work train."

At Nevada City, a wooden enginehouse and depot (patterned after the Great Northern depot at Hugo, Minnesota) were constructed along with a small yard that boasted a museum with displays of railroad equipment brought in from all over the upper Midwest. Included were wood and steel coaches from the Soo Line; the chapel car "St. Paul"; an 0-4-0T from the Ideal Cement Company and J. Niels Lumber Company two-truck Shay No.6. In addition, there were several narrow gauge boxcars from the Florence & Cripple Creek and Montana Central, a steam-powered work crane and other assorted maintenance-of-way equipment. Two other replica passenger stations were constructed as well, at Virginia City and along the line at "Central City."

Unfortunately, poor track maintenance sidelined the two Davenport 0-4-0T's in 1967 (being rather heavy, the railroad feared the rotting ties would give way under their weight) but Alder Gulch Short Line continued in operation using modified Fairmont motor cars. The Davenports were stored inside the Nevada City enginehouse in essentially operable condition until an arson fire destroyed the structure in 1991. The pair was later sold to a private party and are now stored, pending rebuilding, at Silver Star, Montana. Speeders continued to be the primary motive power until the AGSL was ultimately shut down at the end of the 1996 season when Bovey Restorations closed the line.

Fortunately, the Alder Gulch Short Line properties were conveyed to the State of Montana when Charles Bovey passed away recently. The railroad is now operated by the Montana Heritage Commission which is overseeing a thorough rebuilding of the line and its equipment. Most moveably, the Commission has endeavored to return an operating steam locomotive to the railroad. Last year, a trade was made with the Escanaba & Lake Superior which resulted in the AGSL acquiring a 30-inch gauge Mexican 2-8-0, former *Ferrocarill Mexicano* No.12 built by Baldwin in 1910, which had been displayed at Edaville for many years. In return the E&LS received J. Niels Shay No.6 along with three ex-Soo coaches and the chapel car, which are now under repair at Wells, Michigan. The 30-inch 2-8-0 has undergone rebuilding at Escanaba and will be shipped to Montana in the very near future.

During 1998 the railroad reopened, but is operating on a limited basis with the speeder-powered "work trains" running weekends only. In order to safely operate the 2-8-0, the track is undergoing a complete rebuilding and all ties are being replaced by track crews during the weekdays. Much of this work is being done by the Escanaba & Lake Superior with Montana Rail Link assisting with track realignment, as some of the curves are far too sharp for the 2-8-0 to negotiate. In the future, the railroad hopes to use their "new" steam locomotive for special occasions and on weekends and holidays. The speeder "work train" will still be the primary motive power on weekdays during the summer. For more information on the Alder Gulch Short Line restoration and for train times you can contact the Virginia City Chamber of Commerce at 800/829-2969. Thanks to the AGSL for the news.

West Side Shay returns to operation

The Roaring Camp & Big Trees Narrow Gauge Railroad of Felton, California, has returned to service former West Side Lumber Company three-truck Shay No.7, which has been undergoing a major restoration during the past few years. No.7 was built by Lima in 1911 for the Butte & Plumas Railway, and later worked for the Hetch-Hetchy & Yosemite Valley Railway before being acquired by the West Side. In 1964 it was placed on display in a Sonora, California, city park but was retrieved, restored and operated by the ill-fated West Side & Cherry

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119 or e-mail *lineside@railfan.com*. Please send any photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

Valley tourist line beginning in 1977.

Moved to Roaring Camp in 1986, No.7 was given the name *Sonora* and operated for several years pulling RC&BT tourist trains. It was stored in 1990 for a major overhaul, which was recently completed under the direction of Shay expert (and RC&BT employee) Dan Ranger. The boiler received major repairs including new tubes and a new firebox that was installed by Bay City Boiler of San Francisco. The rusted-out water tank on the tender received a new bottom and the locomotive was completely replumbed. The trucks and drive shaft were extensively rebuilt and a new air tank was constructed. Placed back into service during June 1998, No.7 now has a more "RC&BT" appearance with a silvered smokebox, spark arrestor and brass cylinder jackets. Also new is a Pyle National headlight and a Southern Pacific air-operated bell.

The newly restored *Sonora* joins the RC&BT's operating steam fleet with two-truck Shay No.1 *Dixiana* (actually Coal Processing Corporation 2593) and two-truck Heisler No.3 *Tuolumne* (former West Side No.3). In addition there is a 36-inch gauge Baldwin 0-4-2T from Hawaii named *Kahuku,* which operated at Roaring Camp during the 1970s but has been out of service for many years. *Kahuku* has been under restoration for the past few years and is currently being worked on when time permits. Thanks to the Roaring Camp & Big Trees for the update on their projects.

IC steam at new museum

Heritage Halls is the name of a new transportation museum that opened this past June in Owatonna, Minnesota. For railfans, the most interesting item on display is former Illinois Central 2-4-4RT No.201, which is located beside a replica of the Owatonna depot. The 201 is the oldest IC locomotive in existence and was constructed by Rodgers in 1880 for suburban commuter service. When retired by the IC it was retained and used for exhibition purposes, appearing at events such as the 1948-'49 Chicago Railroad Fair. Later sold by the IC in 1965, the 201 spent a decade on display at a restaurant in Peoria, Illinois, before being purchased by Reuben Kaplan in 1975 for private display at his Owatonna Tool Company. Kaplan is now financing the construction of Heritage Halls and the cosmetically restored 201 is the first exhibit people encounter at the museum. Call 507/451-2060 for more information.

Note: You might have noticed there is a lot of steam in the news this month. I don't want to forget diesel and electric locomotives, though. If there is a diesel or electric near you that is being preserved or restored, please drop me a line! Hope to hear from you soon.

I'd Like You To Meet ...

Last month in MARKERS we briefly introduced our new LINESIDE LEGACY columnist, Jeff Terry, and our new on-line news editor, George Fletcher. This month we're going to give them a more formal introduction, and also introduce Tom Dressler, who will be writing THE ENGINEER'S SEAT on a bi-monthly basis. Welcome aboard Jeff, George and Tom!

Jeff Terry

An author of past features in R&R, most recently the story on Union Pacific 618 and the Heber Valley Railroad in the May 1998 issue, our LINESIDE LEGACY author is no stranger to the pages of this magazine. He introduces himself this way.

"I've been interested in railroading ever since a ride on Utah's 'Heber Creeper' tourist train back in 1979 as a four-year-old. That trip got me interested in steam locomotives, a fascination that continues today. I've spent a lot of time in recent years photographing every steam locomotive I can find, mostly those out west, and have been a fireman at the Heber Valley Railroad aboard former Union Pacific 2-8-0 No.618. The field of railway preservation and restoration has always been one of my strong interests, and everything that I've written for RAILFAN & RAILROAD, *Locomotive & Railway Preservation, RailNews,* and *Rail Classics* has had to do with preservation in one way or another. Currently, I work as a conductor on the Canadian Pacific (former Soo Line) out of St. Paul, Minnesota but still find time to pursue historic steam and diesel locomotives when I can."

George Fletcher

Our on-line news editor's affinity for trains — particularly passenger trains — was helped along by growing up on Long Island, along the main line of the LIRR, the busiest commuter railroad in the country. An active railfan photographer from his early teen years, days off from school frequently meant waking up mom or dad at some ungodly hour for a ride to an LIRR station, where he would catch a train for Penn Station and then take an NJ Transit train over to Bound Brook or Rahway or South Amboy or another of the north Jersey hot spots to witness both Conrail freight activity and the amazing spectacle of New Jersey commuter rail in the early '80s: E8s, GG1s, ex-Lackawanna "grinder" m.u.'s and coaches that looked more like museum pieces out on a fantrip than they did active commuter rail cars! His main regret from this era is that—being on an allowance-and-paper-route budget at the time—he sometimes went for "el cheapo" slide processing instead of paying the higher fees for Kodak mailers, and some of these irreplaceable slides now have particularly strange hues . . . You live, you learn.

After high school, George attended Northeastern University in Boston, where he came to appreciate New England railroading, and even spent a season as a trainman on the Cape Cod & Hyannis Railroad. Upon graduation in 1990, he was able to explore two of his other main interests—the music industry and writing—when he landed a job with *Country Music* magazine. He's been with the company ever since, and is now senior editor of the 500,000-plus circulation magazine. He also served as a contributing writer and managing editor for the *The Comprehensive Country Music Encyclopedia,* published in 1994 by Country Music Magazine Press and Random House. Recently, he moved from Connecticut, where the magazine is headquartered, to Nashville, Tennessee, the center of the country music industry, where he oversees an editorial office. (Or so he says . . . Actually, a lot of the time he can be found "overseeing" the CSX main line

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that runs behind his office!)

George's ties to the rail publishing field go back to 1983 when he had his first photographs published in *Railpace Newsmagazine* and *Passenger Train Journal*. Since then, his photography and writing has appeared in many rail publications, including *Trains* and *CTC Board*. He also served as a contributing editor for *Railpace Newsmagazine*, covering Southern New England, until his move to Nashville. He now does an occasional Tennessee/Kentucky column for the regional magazine, and is pleased to join the Carstens organization for this latest endeavor. If you have any news to pass along to George, you can reach him at *railnews@railfan.com*.

Thomas D. Dressler

The author of our bi-monthly THE ENGINEER'S SEAT is a retired Norfolk & Western/Norfolk Southern locomotive engineer who ran on the Columbus District of the Scioto Division. Tom Dressler and his wife of 41 years, Janet, a retired R.N., live in Southern Ohio along the Beautiful Ohio River. They have two grown sons and two grandsons, all living in Florida. After loosing his job in the local steel mill in 1970, Tom hired on the N&W as a Fireman and was promoted to Engineer shortly thereafter.

While many of these THE ENGINEER'S SEAT columns are all new material, several have previously appeared in a historical society publication. Tom has written feature articles for R&R in the past, including one on N&W's 4-8-0s in the August 1995 issue. His new column will be devoted to relating many of the experiences he had while working for the N&W, as well as other topics of railfan interest. If you want to contact Tom directly, e-mail him at *engineer@railfan.com*.

MARKERS

EDITORIAL COMMENTARY

Safety first

CHECKING THE E-MAIL BOX one day, I found this letter from William J. Purdy, former Master Mechanic—Steam for the Southern Railway Steam Program. The letter is in reference to a photo that appeared in the "Fanning With (Ted) Benson" article in the July 1998 issue.

"The caption for the top picture on page 49 of the July 1998 R&R should read 'The last hour of sunlight finds R&R editor Barry standing in the gauge breaking one of the basic rules of safe railfanning.' I don't know the status of the subject track, but in any case it sets a bad example for new and young railfans.

"That being said, I enjoyed the article and the Benson photos."

Mr. Purdy is absolutely correct about that photo setting a bad example. In the situation in question, Ted and I had looked both ways, determined the track in question was cold rail (no movements imminent), and acted accordingly. The main line switch was lined and locked against any movement to the rail in question and we were well in the clear before before any move was made on the track.

Nonetheless, all of the preceeding paragraph is not readily evident from just looking at the photograph or reading the caption.

Without climbing too high on a soapbox or getting into a "do as I say, not as I do" argument, I just want to issue a friendly reminder that railroads are dangerous places to be around and due caution should be exercised at all times. Usually when on railroad property, we are there as univited guests at best and a potential liability suit at worst. When on railroad property, make "safety first" your standard of conduct, and if you are asked to leave the property, apologize appropriately and *leave*.

Photo line etiquette

Boy, there's an oxymoron (kind of like "jumbo shrimp" or "military intelligence"). While I'm up here on the soap box, let me pass along an astounding scene I witnessed

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during the NRHS convention on July 9, 1998. Having a fan trip on the Adirondack Scenic in New York, a photo runby was to be held at the Thendara station at the north end of the line. The railroad decided to let its regular train make its station stop and unload before the runby was held. As the passengers detrained, they needed to walk across the tracks and through the photo line to get to their cars. Even before the runby started, some people on the photo line chose to start yelling at these people (who were simply trying to leave) to get out of the way — not polite asking, but yelling. A very ugly mob mentality seemed to take over, and while not every one of the 200 or so people on the line were yelling, there were enough that cooler heads couldn't be heard to politely ask the folks to either move on through or hang back for a few minutes.

C'mon, guys.

Quite frankly, I was embarrassed to be in that photo line. The passengers didn't know what was going on (believe it or not, a photo runby isn't something that you know all about instinctively from birth), and a little explaining needed to be done. These people, including very young children and several senior citizens on a bus tour, came away with a very bad impression of what our hobby is about.

One man, whose family was caught in the yelling, pulled his car out of the parking area and parked directly between the photo line and the tracks, blocking the shot for a large piece of the photo line. Good for him.

Steve

Next Month RAILFAN & RAILROAD

• ALBERTA COAL BRANCH: Tucked away in the foothills along the eastern slope of the Rocky Mountains is Canadian National's Alberta Coal Branch, often overlooked by visitors despite its grand scenery. Leslie S. Kozma and Charles W. Bohi will provide a tour of this unknown line, focus on today's operations and give chasing hints.

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Final Frame

Photo by Steve Barry

Under the blazing fireworks of Old Home Days in Bellows Falls, Vermont, Susquehanna 2-8-2 142 joins in the celebration by bringing steam back to Vermont on August 1, 1998.

NEW! LACKAWANNA STEAM!

Photo: John Briggs

Mark 1 Video is proud to release this fantastic two-volume set depicting the steam locomotives of the Delaware, Lackawanna & Western Railroad. Compiled over a period of ten years by noted rail historian and video producer Marc S. Balkin, this is the most comprehensive collection of Lackawanna steam ever issued.

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VOLUME II continues the tour of the Main Line to Elmira, NY and beyond, featuring heavy steam action on the tough Pocono grades, complete with pushers on freight trains. Extremely rare views of steam on the Sussex and Washington Branches are also included, plus a tour of the Ithaca branch, a cab ride in a *Pocono*, and a visit to the steam-powered Dansville & Mt. Morris, which operated ex-DL&W 2-6-0 565.

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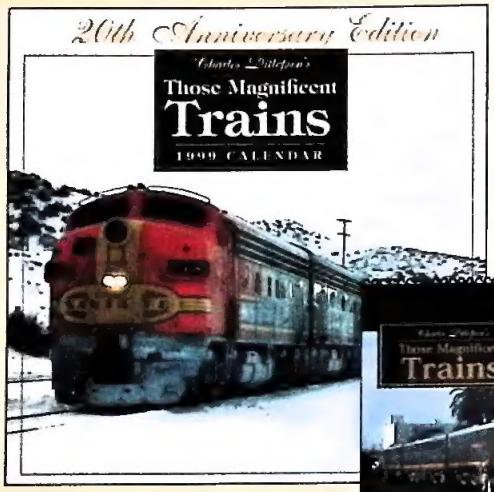

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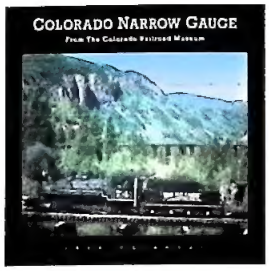

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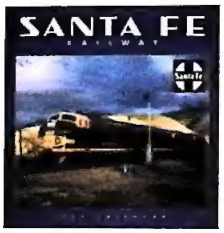

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